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WELCOME

To Europe's best motor boat magazine

I've always been a fan of Chris-Craft's boats and the Launch 36 we've tested on p56 of this issue is right up my street. Fast, stylish, beautifully built and surprisingly practical, it's pretty much the perfect boat for someone with a holiday villa in the Med, who needs a big open weekender for lazy days afloat with friends and family.

Unfortunately there are roughly 400,000 reasons why I'll never be able to afford one, which makes Phil Badder's story of buying a second-hand Chris-Craft Concept 27 for £12,500 all the more appealing (p63). His real stroke of genius was smartening it up with a vinyl hull wrap in Chris-Craft's latest colour scheme, and adding contemporary upholstery and lashings of Flexiteek decking so that it now looks like a brand new boat as well as performing like one.

I'd also like to take this opportunity to introduce our newest contributor, Melanie Bartlett. If the name sounds familiar, that's because she shares a lot in common with the marine journalist formerly known as Tim Bartlett. Earlier this year Tim was diagnosed as transsexual. To put it very simply he was born with a female brain trapped inside a male body. This isn't a choice he made nor can his brain be 'reprogrammed' by surgery or psychiatry. That's why Tim recently decided to change the things he does have control of, like his body, his appearance and his gender.

I am sure the majority of you will applaud Mel's brave decision but whatever your personal feelings, please bear in mind that she still has exactly the same sharp mind, extensive experience and incisive wit as ever before. It's what made Tim the best marine electronics journalist in the business and it's what ensures Mel will continue to be. I hope you will join me in wishing farewell to Tim and welcoming aboard Mel.



"The Chris-Craft Launch 36 is right up my street but unfortunately there are 400,000 reasons why I'll never be able to afford one"

THE BEST VIDEOS WITH THIS ISSUF



PRINCESS S65 Jack Haines takes this fascinating new sportsbridge craft for a blast around its home waters of Plymouth

and discovers a craft of rare speed and ability.

mby.com/s65





BUYING USED Chris Jefferies takes a closer look at a second-hand Stevens 1180 to find out what makes this sturdy steel

cruiser such a sound buy for river and waterways use.

mby.com/1180



WIDER 32 It takes something special to stand out from the Med crowd but this new sportscruisercum-supervacht-

tender has the style and the speed to make a splash.

mby.com/wid

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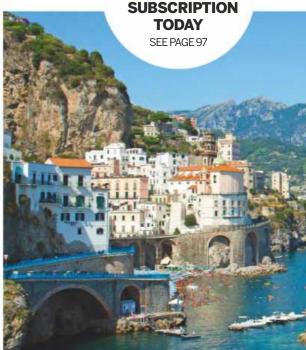
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88 Owners' boat reports

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A river runs through it

An idyllic glimpse of our new cruising series through France

We promised to bring you more coverage of inland boating opportunities and here's a pretty good reason why. This shot was taken by new contributor Howard Walker of his 56ft steel trawler yacht berthed on a small pontoon in the village of Les Andelys on the River Seine about 50 miles from Paris. It's just one of

dozens of stunning photographs accompanying his brilliant new series about cruising through the rivers and canals of France en route to the Med. The first part starts on p50 and we can pretty much guarantee you'll be wanting to follow in his footsteps by the time you've read it.



LATESTREVS The key boating stories you need to read



Edited by Chris Jefferies



Fairline fights for a fresh start

Boatbuilder calls in turnaround specialist to restructure the business

Fairline has appointed a turnaround specialist to try to revive the yard's ailing fortunes, following its surprise acquisition by British investment firm Wessex Bristol back in October.

The KSA Group is proposing Fairline enters into a Company Voluntary Arrangement (CVA) with its creditors in order to restructure its debts and return the yard to profitability. Although Fairline is not thought to have any major outstanding bank debts, it does

owe significant sums of money to many of its suppliers.

As the name suggests, a CVA is a voluntary arrangement setting out new terms for payment that must be agreed by 75% of the company's creditors by value within a month of the proposal being made. At the time of going to press the terms of the arrangement had not yet been finalised but a formal proposal will go out to all its creditors within the next four to six weeks.

organisers have confirmed that they

Fairline claims it already has the support of its three largest creditors and is confident of winning the necessary 75% approval for the CVA, but admits that painful measures will be needed to transform the business, including a "significant number of redundancies".

Fairline insists that no customers' deposits or boats still in build are at risk, that it has sufficient funds to see it through the intervening period, and that all its remaining employees are

still being paid. It also claims to have a new investor waiting in the wings ready and willing to invest in new model development once the CVA has been approved.

A recent dealer meeting is said to have provided much-needed reassurance to its global distribution network and Fairline is confident this will lead to a number of new and postponed orders for boats, including the new Squadron 53GT, which is scheduled for launch in early 2016.

Despite its size, organisers say boaters will be able to practice their Med berthing in the Mediterranean



Boating extravaganza adds new zones and themes

The London Boat Show is hoping to blow away the winter blues with a 1960s revival theme and a sunny Mediterraneanstyle boating pool.

The organisers will be harking back to the era of miniskirts and the Beatles with a dedicated display featuring classic boats, motorbikes and cars from the 1960s.

Visitors will also be

able get a taste of sunnier climes with the new Mediterranean Bay exhibit (pictured above right). This purpose-built pool will hold 500,000 litres of water, giving visitors the opportunity to try a variety of watersports, from water walking to kayaking, and learn how to moor a boat

in a Mediterranean-style stern-to berth. Meanwhile, the new London Boat Show Theatre will stage panel shows and Q&A sessions, which the organisers say will resemble "a mash-up of A Question of Sport, Mock the Week and Mastermind". It's not all indoors either, as the

will be exhibiting a number of larger vessels in Victoria Dock, including the hotly anticipated Sunseeker 131 supervacht. The main Sunseeker stand

will be shifted from the centre of the Excel Centre's South Hall to run horizontally along the perimeter of the hall.

Other motor boat brands exhibiting at the Excel arena include Princess, Sealine, Jeanneau, and Bénéteau. Returning brands include Monterey Boats, Rodman, Four Winns and Suzuki outboards in its first London Boat Show appearance since 2011.

At the time of going to press Fairline's attendance was yet to be confirmed.

Around 160 firms are already signed up to exhibit, but the organisers expect the final total to be nearer 300.

The 2016 London Boat Show will run from January 8-17 at the Excel Centre. Advance tickets are on sale now with prices starting at £10 per adult, while kids aged 15 and under go free.

UK NEWS

Boater found guiltyManslaughter verdict
over CO deaths **P10**

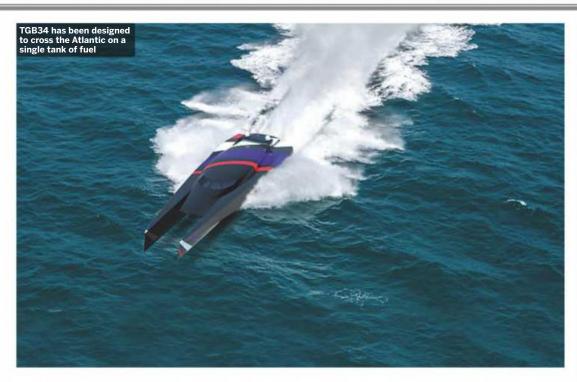


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THE TRUTH ABOUT
Boat recycling
Is sustainable boat
disposal the future? P14





Brits eye Atlantic record

Team Great Britain to attempt fastest Atlantic crossing, writes Ray Bulman

An attempt to break the trans-Atlantic speed record is being planned by a new group called Team Great Britain, headed by offshore powerboat enthusiast Richard George.

The crossing is to be made by a 112ft (34.2m) wavepiecing catamaran *TGB34* (pictured above), designed by Andrew SN Lea and George Robson.

Despite a large beam of 42ft (12.8m) it has an unusually high length-to-beam ratio for an ocean-going catamaran. Design is currently at an advanced stage with several successful tests already carried out on a one-tenth scale model in Abu Dhabi.

However, since the group is still searching for a suitable yard to partner with for full-scale construction, the actual trans-Atlantic attempt is unlikely to be made before 2018. The plan is to cross the Atlantic in two days on a single load of fuel, which if successful will make *TGB34* the only non-passenger vessel to cross without at least two mid-ocean fuelling stops.

A two-day crossing would knock more than ten hours off the time set by the Aga Kan's high-speed superyacht *Destriero*, which set the current record time of two days ten hours 54 minutes in 1992. A two-day crossing will need the craft to produce an average of

around 64mph, which in turn will require a top speed of 80mph (70 knots). Hence light winds and calm seas will be essential for success.

Project leader Richard George is the driving force behind Team Great Britain, having previously competed in the World XCAT racing series. Other members of the team include Dag Pike, who navigated the successful *Virgin Atlantic Challenger II* crossing in 1986, and Dan Stevens, the current owner of *VACII*.

"I want to bring the Hales Trophy back to Britain," says George. "We are a great seafaring nation and any success is certain to be beneficial to our marine industry.

"With regards to the team, we see ourselves as the McLaren of the seas and with a green purpose; where efficiency in design using F1 and aerospace innovation, and advanced engineering techniques not only makes vessels much faster but means they require massively less fuel to undertake the task."

The only problem is that the Hales Trophy is currently held by the Tasmanian company Incat Ltd which built the 298ft (91m) fast passenger ferry *Cat-Link V*.



FULLTANK



BERTHON AND FPB GO GLOBAL

Berthon Boat Company and the FPB Programme have announced a global marketing



partnership, after seven years of working together in Europe. The deal comes as the New Zealandbased yard prepares to launch the first hull in the FPB78 series.

NEW SOLENT BERTHS ADDED

Castle Marinas has completed an expansion of its Royal Clarence

facility. The
Portsmouth
Harbour Marina
will feature an
improved layout
in 2016, with nine



new finger pontoons added, replacing some of the alongside berths. As a result, Royal Clarence Marina will be able to offer 18 additional moorings next year for boat owners looking to explore the Solent from a sheltered berth.

EMPTYTANK E

HOUSEBOAT SINKS OFF COWES

An unmanned houseboat was found sunken on the River Medina last month after RNLI Cowes was sent to investigate. The 60ft vessel was surrounded by floating debris and after knocking on the windows, lifeboat crews concluded that no-one was on board after spotting padlocks on the doors.



US BOAT REGISTRATIONS FALL

Last year saw a 1.7% decline in the total number of boats registered in the USA, according to the latest figures released by the National Marine Manufacturers'
Association. As a result, 2014 ended with 11.8 million boats on the books in America, with 52.2% of those concentrated in the ten most popular boating states.



Cowes project complete

17-month breakwater build paves way for new Isle of Wight developments

Cowes Harbour will have much better tidal protection this winter, after contractors Boksalis Westminster announced that it has completed the rock armouring on the new Cowes breakwater.

What's more, the steel docking piles have been removed and five navigation beacons have been installed to help skippers spot the new 350-metre long obstacle, which is built from 45,000 tonnes of rock.

The project will now be reviewed and examined against ABPmer's modelling programme to develop a new sustainable dredging management plan for the Medina Estuary. The construction of the Cowes breakwater will allow further development of the harbour, with a new marina due to be built in East



Cowes in 2016/17.

Harbourmaster Stuart McIntosh said: "This new breakwater, along with the next phases of our harbour infrastructure, the extension to the Shrape and new Eastern Channel, are the key elements to achieving the Commission's primary objective of providing a sheltered harbour environment."

Boat owners are reminded that the Cowes breakwater exclusion zone is still in force while the testing is carried out.



Navitus Bay off the table

Windfarm plan withdrawn

EDF and Eneco have opted not to appeal against the Planning Inspectorate's decision to reject plans to build the Navitus Bay windfarm.

The offshore windfarm would have been the largest of its kind in the UK, but after a widespread consultation process the plans were officially rejected last month. The developers had a six-week window to launch a judicial review to challenge the way the decision was made, but have opted against taking this course of action.

Stuart Grant, project director at Navitus Bay, said: "After careful consideration, we have chosen not to challenge the decision by the Secretary of State to refuse consent for the proposed wind park." Mr Grant also hailed the "courteous team" at the RYA, despite their objections to the plans.



THE MONTH IN NUMBERS

55,000

The total number of visitors to the recent Barcelona Boat Show.
Organisers hailed the 10% rise in attendance as a sign of the Spanish market's continued recovery.

£50,000

Prize money won by Wet Wheels founder Geoff Holt for his disabled boating charity. The 40-year-old recently won the Stelios Award for disabled entrepreneur of the year.

£31,617

Funds raised so far by an upcoming attempt to row across the Atlantic. OceanReunion.co.uk hopes to raise £100,000 for The Teenage Cancer Trust and The Cystic Fibrosis Trust.

Vector conquers Coniston

Three speed records broken in a week by Peter Dredge and company

Vector Martini blitzed the competition at last month's Coniston Powerboat Record Week and emerged with three new records under its belt.

Mal Crease, Peter Dredge, Shelley Jory-Leigh and Simon Powell all tasted victory in the Lake District over the course of the five-day event. First to break a record was Vector CEO Mal Crease, who reached a top speed of 113mph to shatter the previous best of 107.94mph in the British National Immersed Propeller class.

However, his record wasn't to last long, with BBC presenter and teammate Shelley Jory-Leigh going one better by clocking a top speed of 114.5mph in the Vector V40R.

What's more, Simon Powell capped off a fine week by breaking the APBA Marathon A Class Record with a top speed of 120.46mph. All three record runs were co-piloted by Vector co-founder Peter Dredge, who remarked afterwards that the location made these records extra-special:

"I have broken many records in my 25 years of racing, but this is a special moment for the team to be breaking records on Lake Coniston. It is the lake where Donald Campbell CBE, an inspiration to all powerboat racing enthusiasts, made his final record attempts nearly 50 years ago."

The Vector Martini V40R raceboat is powered by 1,100hp Mercury engines and has a maximum range of 400nm.





Boat owner found guilty

Jury finds Bayliner owner Matthew Eteson guilty of manslaughter by gross negligence

A qualified gas fitter who modified his boat's generator has been found guilty of manslaughter by gross negligence.

Matthew Eteson, 42 from Hale, Cheshire, appeared in Preston Crown Court as part of the two-and-a-half week trial into the deaths of Kelly Webster and Lauren Thornton, which were caused by accidental carbon monoxide poisoning.

The defendant declined to give evidence due to his mental condition, but the court heard evidence from his police interview. Eteson described the moment he realised his boat was filling with the poisonous gas: "I just knew there was something not right with me. I couldn't properly move my fingers – I remember getting up and thinking 'what's wrong with me?"

After the jury returned their unanimous verdict on October 26, the court was adjourned until November 13, when Mr Eteson was handed a two-year suspended prison sentence.

The boat owner was holidaying in the Lake District with his partner Kelly, 36, and her 10-year-old daughter Lauren over the Easter Bank holiday weekend in April 2013. The group returned to their Bayliner 285 (pictured above) following a fish and chip lunch to take a nap and were poisoned by carbon monoxide fumes after Eteson's modified generator

soldered an 'elbow joint' to fit a silencer to the generator's copper exhaust pipe, but this failed when the system heated up. Gas permeated the boat's bulkhead

failed. The court heard that he had

Gas permeated the boat's bulkhead and filled the aft cabin where Lauren and Kelly were sleeping, and the emergency services were unable to resuscitate them. Matthew was able to escape as he was sleeping in the forecabin. The court also heard how the boat was moored on a swinging mooring so was unable to power the heating from the mains.

"I couldn't properly move my fingers – I remember getting up and thinking 'what's wrong with me?"

TOPDEALS

Discount tickets to the London Boat Show are being made available to RYA members once again. Advance tickets are available for £12 per adult for any day, including press preview day and both weekends,

making for a maximum saving of £8.

PREMIER MARINAS is

offering the first six weeks free when you book

12 weeks of secure storage at its Swanwick facility. Prices start at £10 per week and the offer covers bookings made before December 18



Our pick of the big boat shows for December is the **SALON** NAUTIQUE DE PARIS (December 5-13, pictured below), which will feature exhibitions from the likes of Jeanneau, Sealine and Bénéteau. Meanwhile, back in Blighty plenty of marinas are getting into the Christmas spirit, with CAROLS ON THE QUAY at Portishead Quays Marina on December 16, before Santa makes a special visit to Lymington for CHRISTMAS ON THE QUAY on December 20, with late-night shopping for the adults and festive games for the kids.





WHAT WERE THEY THINKING?

DAKAR: Hardy Brit Ben Hooper will attempt to swim across the Atlantic this December. The four-month epic will include 12 hours a day in the water.

Sunseeker turns lifesaver

Firm's founder donates £3.5m to local hospital

Sunseeker founder Robert Braithwaite CBE has donated £3.5m to Poole Hospital after receiving bowel cancer treatment there earlier this year.

The money has been used to buy a new Da Vinci robot, the first of its kind in the UK, which will carry out keyhole surgery procedures on patients with rectal, gynaecological, head and neck cancer. It will also be used to train surgeons from all across Dorset, where Sunseeker is based.



The Sunseeker founder and former CEO said of the new machine: "I understand that its versatility will be able to help many and make Poole Hospital a centre of excellence."

Developed in California by Intuitive Surgical, the Da Vinci robot is part of a cutting-edge field of medicine known as robotic oncology.

WORLDNEWS



The robots are coming

Barcelona's Marina Vela looks to the future with £27m robotic boat lift project

The future of berthing could be coming to Barcelona in the shape of a robotic boat lift, which is due to be installed at Marina Vela.

At first glance, this marina project appears like any other, with 136 on-water moorings for vessels measuring up to 164ft (50m). However, the futuristic element is largely hidden, with a robotic boat lift able to store up to 222 vessels in an

underground dry dock. This system has been designed to autonomously take boats from the water, under the perimeter road and into a secure storage bay and back again.

It is estimated that the entire process will take less than ten minutes; allowing owners to launch their boats at short notice.

The facility would be accessible 24 hours a day, 365 days a year, and will

take vessels measuring up to 30ft in length and weighing up to four tonnes. Marina Vela would be Europe's first robotic boat lift, after a similar concept was built in Miami.

And although an exact timeframe has not been revealed for this €37m (£27m) project, the developers claim that it will take only 18 months to go from breaking ground to completion.

Financial backing for the Marina Vela project comes from concrete contractor Auxiliar Ibérica, hotel chain Formentera Mar and boat maintenance firm Barcelona Nautic Center, among others.



Revenue rise for Bénéteau

Green shoots at French yard

French boating giant Bénéteau Group has announced a 19.9% rise in revenue to €969.5m in its latest financial results.

These figures, which cover the 12 months up to August 31, 2015, were boosted by the recent acquisition of the American RecBoat Holdings Group, which includes the Glastron, Scarab, Wellcraft and Four Winns brands.

Motor boats made up the largest proportion of Bénéteau's revenue at €452.8m, while sailboats accounted for €367m and the group's housing concern made up the remaining €149.7m. Meanwhile, operating cashflow was up 19% to €73.5m and net debt remained stable at €51m.

The news comes as Bénéteau prepares to launch its newest model, the Swift Trawler 30 (pictured above) at this month's Paris Boat Show. For our full preview, turn to p18.

Marina Vela would be Europe's first robotic boat lift after a similar concept was built in Miami

IT COULD ONLY HAPPEN IN....



EQUINE OVERLOAD

Just ask any American boater and they'll tell you there's no such thing as too much horsepower, especially when it comes to lining up the big block outboards along your transom. Proof, as if it were needed, comes in the form of this punchy quad 627hp combo that deputy editor Jack spotted on his recent Stateside trip for the 2015 Fort Lauderdale Boat Show.

Superyacht emissions limit lowered

New builds face NOx cap

The International Maritime
Organisation (IMO) is cracking down on
superyacht nitrogen oxide (NOx)
emissions, with a new limit due to be
imposed next year.

The new Tier III limit on NOx emissions is 74% lower than the outgoing Tier II and will apply to all vessels built in the USA and Caribbean from January 1, 2016 but are likely to spread to Europe in the coming months.

This is likely to hit the superyacht industry hardest, as the limit initially only applies to recreational vessels over 24m and 500GT that have engines with a total power output in excess of 130kW. However, the IMO has stipulated that from 2021 onwards the regulations will apply to all leisure vessels over 24m and 130kW regardless of gross tonnage.

Peter van der Heijden, managing director at NPS Diesel, said: "Many



technologies already comply with PM (soot) and NOx regulations, and the marine industry has fallen behind, it is the last in the row."

He added that such restrictions are likely to be applied to the Mediterranean within the next 12 months, which could drive up costs for the big yards. According to Van der Heijden, potential ways to comply with the latest NOx emissions will include using advanced no-soot diesel filters that have been widespread in the automotive industry for many years.



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The truth about Recycling old boats How can we dispose of the growing heap of derelict GRP boats?

Why is it in the news?

This year's Metstrade marine equipment show (METS) dedicated a whole day to a conference on the future of yacht recycling. The issue has been attracting attention for some time, and in the past few years projects in France and Sweden have started to gather serious momentum.

What's the issue?

The latest British Marine figures estimate that there are currently 600,000 boats over 2.5m long in the UK but with a finite number of willing buyers and almost 3,000 new boats sold each year, the old ones have to go somewhere.

Why not scuttle them?

GRP, like many man-made fibres, can be harmful to the environment, especially when broken up into small enough pieces to enter the food chain. A Swedish study recently found that GRP will take around 25,000 years to biodegrade.

Why are yachts so hard to recycle?

Wood and metal are relatively straightforward to reuse and recycle, but the real challenge comes with GRP, which is very difficult to reuse.

Efforts to turn old GRP into building materials have proved uneconomical. It can be used as fuel for power stations, but to avoid releasing noxious gasses it has to be burned at 12,000°C – most industrial furnaces can only get as hot as 1,300°C, and so the only power station in Europe that is set up to take GRP is in Germany. The shipping costs alone make this a prohibitively expensive option for UK-based scrap companies.

Who is leading the way?

French association APER has been recycling boats since 2009, but Swedish start-up Båtskroten has been going even longer. Founded in 2007 by Maria Rindstam and Josefin Arrhénborg, Båtskroten started small



Wood and metal are relatively straightforward to recycle but the real challenge comes with GRP

by dismantling 20 boats in its first two years, but has scaled up dramatically in recent years.

After securing more than €100,000 of government funding, the firm has teamed up with Stena Recycling, one of the biggest players in Sweden, to create a nationwide network for disposing of old boats. It is now in talks with national boating association SweBoat to get the industry on board as well. To date it has recycled 320 boats in seven years.

Maria told MBY: "SweBoat wants to solve the problem before the government starts imposing regulations. We have started to have a dialogue with the manufacturers and our goal is to get as many boats in as possible. We need to do campaigns in different communities to send out the message."

What about the UK?

At the moment, there is no British equivalent to APER or Båtskroten.

Southampton-based Boat Breakers is the UK's only marine scrap yard, and although it can salvage many spare parts, anything that's leftover has to be sent to landfill. Steve Frankland, managing director at Boat Breakers, told MBY: "We're very heavily regulated in this country by the Environment Agency. The minute a boat sinks it becomes very expensive to bring it up to standard."

Steve has to pay £135 for every

tonne of scrap material he sends to landfill. As a result, he charges roughly £350 per tonne to process an old boat.

Meanwhile, British Marine says that it is constantly discussing this developing issue. A spokesperson told *MBY*: "As the capabilities of yacht recycling vary from country to country it's a situation we are consistently tracking and reviewing with our partners."

What can be done?

The main problem is making recycling a more economical option than scrappage. Maria charges roughly £200 per tonne, but this doesn't include transportation costs and she admits that many of her customers have chosen recycling out of a sense of environmental responsibility. She estimates that Båtskroten will need to recycle more than 300 boats per year to cover its costs, although to start eating into Sweden's backlog of old GRP boats, it will need to be more like 2,000 per annum.

Meanwhile, Steve argues that those at the other end of the supply chain should be taking more responsibility: "Insurance companies should charge an end of life tax, like they do in the USA – this could be as little as £30 per year."

However, Simon Bowen, managing director of Pantaenius, told MBY: "An end of life premium isn't something we'd look at purely from an insurance point of view, but there's a wider industry question about how this material is disposed of and whether it can be recycled back into the construction process."

FOR •

- Leaving your boat to biodegrade could take thousands of years
- Once processed and cleaned up, GRP can be used as fuel in industrial power stations
- Recycling is the environmentally responsible thing to do

AGAINST

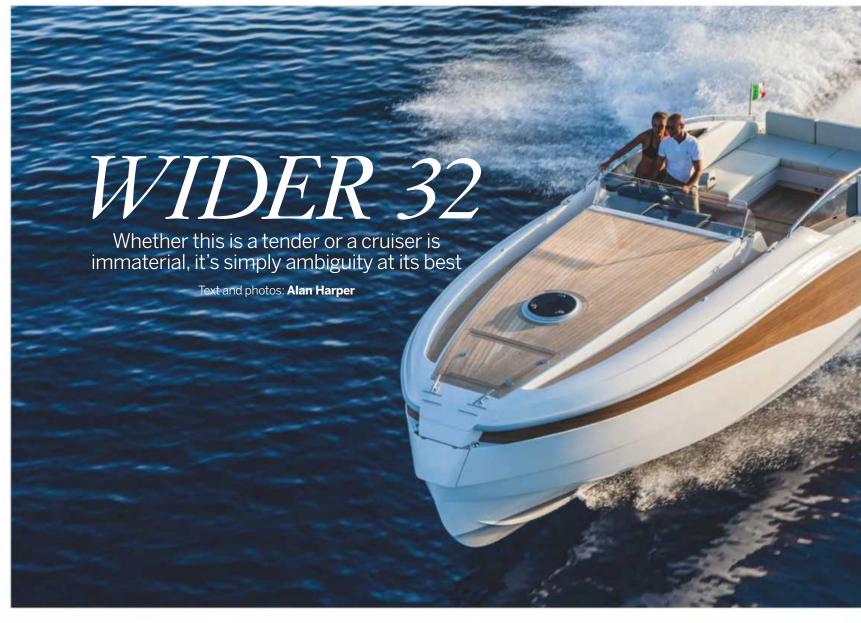
- Europe's only GRP-friendly power station is in Germany
- Transportation costs can make scrappage the more economical option
- Recycling schemes have very small margins and need a lot of industry support







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ou may have been wondering what happened to Tilli Antonelli, the founder of Pershing. Well here's your answer. He left the Ferretti Group in 2010 to set up Wider Yachts, and introduced the extraordinary unfolding Wider 42 in 2011. Now he follows up that ground-breaking, and by all accounts pretty successful first model, with a new 32. It might not look it, but the Wider 32 is a much more conventional craft. No origami bulwarks or extending decks here, just a sweet-handling deep-vee hull, a surprisingly practical interior, and numerous clever design details.

But it's not quite as simple as that, because the Wider 32, launched last September at the Cannes boat show, is actually a tender. You would need a pretty big yacht to have space for one of these, but Antonelli has thought of that, and the first all-aluminium Wider 150 is currently under construction at the company's Ancona shipyard. And as he is quick to point out, the 32 is also "a highly versatile model equally suited to use as a fast, comfortable sportscruiser".

He's right. A long-standing design collaboration with Fulvio de Simoni was key to the success of Pershing, and the creative partnership continues with Antonelli's new venture. The vaguely automotive retro looks of the 32, with its upright stem, beam carrying well forward, and even a folding windscreen, are actually a practical response to the problem of designing a boat with usable deck space and a comfortable interior which also fits into a superyacht's tender garage.

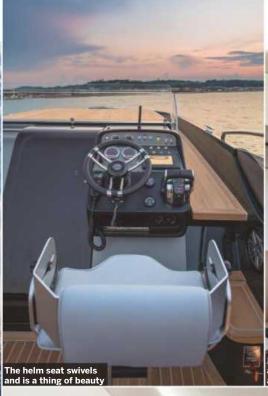
CLEVER DESIGN TRICKS

With the drives up and the windscreen down, the total height of the 32 is just 6ft 11in (2.1m), but there is little sense of compromise on board. The cabin has two sofas which can be widened into comfortable berths, the head and shower compartment in the bow is bright and spacious, and cleverly concealed in the main bulkhead you'll find a sink, fridge, microwave and even a single-ring electric cooker, which can be powered via a 600W inverter if you feel that the optional generator is a little extravagant for a 32-footer.

Up on deck there are swivelling helm seats, numerous cushion combinations according to whether you want to sit, slouch or sunbathe, and stowage just about everywhere for just about everything: warps, fenders, cockpit table, swimming











ladder, bimini and liferaft although you might get more use out of a roll-up dinghy.

No detail seems to have escaped Simoni's attention. The tail ends of the superstructure moulding are hinged and fold inwards to ease boarding when moored alongside, while the

bimini stays are rigged with in-line cleats, so you can easily adjust it to put shade where it's needed. The anchor is concealed behind a hatch in the stem, mounted on a sliding steel guide.

In the stern, an excellent engine compartment is blessed with a pair of excellent engines: Volkswagen's latest 3-litre V6 diesels with Mercury badges and outdrives, which delivered their power smoothly and quietly and urged the boat on to its top speed of 38 knots. The sea was pretty flat, but during the Cannes show you never have to look far for the wash of a bigger yacht, and the 32 revelled in the challenge. The ride was soft and thanks to that deceptively fine entry completely dry. Handling was flawless, and the hull seemed happy to cruise at virtually any speed – although a lively 30 knots or so returns the best mpg figures.

The Wider 32 is pretty expensive – about £840 an inch – but if you're in the market for a Wider 150 you're probably not going to mind too much about that. And if you feel flush and just want a practical, fun and high-quality weekender of head-turning looks, then this tender that thinks it's a cruiser might just fit the bill.

Contact www.wider-yachts.com

THE **DATA**

SPECIFICATIONS

LENGTH OVERALL 31ft 6in (9.60m)

BEAM 9ft 10in (3.00m)

FUEL CAPACITY

110 imp gal (500 litres)

WATER CAPACITY 33 imp gal (150 litres)

DRAUGHT 3ft Oin (0.91m)

RCD CATEGORY B for 6 people

DESIGNER Fulvio de Simoni

DISPLACEMENT

4.7 tonnes (empty)

5.3 tonnes (full fuel and water)

PRICE FROM €340,000 ex VAT (£318,240 approx inc UK VAT)

TEST ENGINES

Twin Mercruiser TDI 3.0L 260hp @ 4,000rpm V6 3-litre diesels with Bravo One drives.



NEWBOATS

This month's hottest launches and new models



Edited by Jack Haines Email: jack.haines@timeinc.com

HIGHLIGHTS

- Great use of deck spaceIncredible saloon glazingThree cabins, two heads
- Three cabins, two heads



Sealine F530

This will be the largest Sealine built since Hanse took stewardship of the British yard and, if what the Germans managed to squeeze on to the smaller C330 is anything to go by, the 530 will be stuffed with clever features.

Sealine has once again employed the services of British designer Bill Dixon to sprinkle his packaging magic over the F530's blueprint and you can see the likeness to the wonderful S330 in the shape of the upright bow and the rakish hull windows.

There is real thought in the deck spaces where the flybridge supports

attach directly to the bulwarks giving you more protection as you make your way forward to a foredeck that brilliantly supplements what is claimed to be the largest flybridge in its class.

Sunken seating and a table atop the coachroof make for the perfect private picnic spot and there's a bimini mechanism using poles to create shade here if you need it. At night pop-up deck lights will make this an ideal place for nightcaps on a warm evening.

The ingenuity continues inside where bi-folding doors and a flip-up screen in the aft galley open the saloon up to the

the other opposite the driving position outboard of the low-slung forward lounging area.

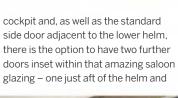
Below decks there is a three -cabin layout with two bathrooms, one ensuite to the full-beam master and the other to the double VIP cabin. There is also the option to have a single-berth crew cabin in the transom.

The F530 will run IPS600, which Sealine says will be good for a sedate 26 knots, though it has been suggested that larger units including IPS800 may be available come launch.

Contact See Sealine website for dealers. Web: www.sealine.com

AT A GLANCE

Length 53ft 1in (15.94m) Beam 15ft 2in (4.63m) Engines Volvo Penta IPS600 Top speed 26 knots Price from £508,470 inc UK VAT









Princess 49

Hot on the heels of Princess's first IPS-powered sportscruiser, the V48, comes the yards first ever IPS flybridge dubbed the 49. The boat, destined to hit the water next autumn, will drop nicely into the yawning gulf between the 43 and 52 flybridges in Princess's range and, despite sharing pod drive propulsion with the V48, it's actually quite a different boat.

It has larger engines, for a start; the very latest 550hp IPS which will be mounted on short jackshafts, presumably to keep the engine weight amidships and give the boat a neutral running attitude, something that hindered the first V48 we had on test. The hull is also ever so slightly longer and wider than that of the V boat and there are various small changes to the accommodation to dispel the notion that this is just a V48 deck saloon with a flybridge plonked on top.

Said flybridge layout actually looks extremely similar to the S65 (p42) with two helm seats and an adjacent L-shaped seating area that converts to a sunpad plus a wrap of seating around the aft end with a teak folding table. There is an icebox fitted as standard but you will have to fork out more for a full wet-bar and griddle.

The saloon has an aft galley layout, with timber-laid floors aft so that

people can grab a drink from the galley post swim without soaking the carpet. The main internal seating area is up a step amidships, just aft of the two-person helm to starboard.

Below decks there is a three-cabin layout with what looks to be a very spacious full-beam master suite, a VIP cabin in the bow with optional scissoraction berths and a third bunk bed cabin to starboard.

With this 49, the Sealine F530 and Sunseeker's new Manhattan all launching next year it looks like it's going to be a bumper year for 50ft flybridges.

Contact See Princess website for dealers. Web: www.princessyachts.com

AT A GLANCE

Length 50ft 2in (15.3m)
Beam 14ft 3in (4.34m)
Engines Twin 550hp
Volvo Penta IPS
Top speed 35 knots
Price from £657,600 inc UK VAT





Bénéteau Swift Trawler 30

Well we didn't see this coming. A larger Swift Trawler maybe or possibly some styling tweaks to the existing range, but not a whole new entry-level model and especially one that looks so sweet. The 30 is easily the most pleasing Swift Trawler to look at and, as such, will set the visual tone for a reboot of the rest of the range that will be taking place over the coming months.

The French yard employed a new design team for the project and that shows not only in the boat's handsome yet purposeful lines but also in some clever practical flourishes. Most notably

the split transom, which opens outwards to extend the available space in the cockpit. Optional benches attached to the inside of the opening sections mean you can dine over the water with the saloon table moved out to the cockpit.

The vertical ladder to the flybridge, though not the easiest to negotiate, also assists in giving you as much space in the cockpit as possible.

For a couple the layout is ideal, with a double master in the bow plus a clever split bathroom to make the most of the space that has a toilet cubicle to starboard and shower room to port.

There's a double sofa bed in the saloon so you can host occasional guests.

Alternatively there is the option to lose the separate shower room and have a cosy bunk cabin to port, though this will likely be best suited to little ones.

The engine options both come from Volvo Penta with either a single D4 300hp or D6 370hp on offer, the latter capable of 21 knots and the former a couple of knots less. It's not a boat about top speed, though, as both iterations are going to be happier cruising at around 15 knots where they'll have a 200-mile range.

This has the potential to be a fantastic addition to Bénéteau's already popular Swift Trawler range. If the yard can get it on the water for around £200,000 it will be on to a winner.

Contact See Bénéteau website for dealers. Web: www.beneteau.com

AT A GLANCE

Length 32ft 9in (9.99m) Beam 11ft 7in (3.53m) Engines Single Volvo Penta 300/370hp Top speed 21 knots Price from tba





When you enter on board the new MC6 you accept being captivated by a harmony you can identify with and that inspires you. The unmatched size of the living spaces, with a layout combining privacy and interaction, and the incredible subtlety of the materials and finishes, make this the yacht of a lifetime. From the unusually large flybridge terrace, embrace the horizon as far as the eye can see. This 60 foot yacht, a marvel of design, technology and excellence, is designed for you.

A remarkable discovery awaits you.







Sanlorenzo SL86

It's fair to say that there was a lot of expectation surrounding the launch of the Sanlorenzo SL86. Its predecessor, the SL82, had been a pillar of the Italian yard's portfolio for more than 20 years, so the new boat has a lot to live up to.

The SL86 sees Sanlorenzo partner up with Mauro Micheli and Sergio Beretta of Officina Italiana Design, the team responsible for styling most of the modern Riva collection. This new hull is 9ft (2.5m) longer than the SL82 and that extra space allows for plenty of new ideas. Foremost among these is the class-leading 41m² flybridge, which can be fitted with an optional hot tub and shaded by a hardtop with revolving GRP slats allowing light to filter through rather than a conventional fabric sunroof. This area is connected to the main deck by an internal 'floating' staircase. This

effect is achieved by suspending the wooden steps between two chunky panes of glass, which not only adds to the wow factor, but also allows natural light to permeate through the saloon.

Sanlorenzo's quest for a bright saloon doesn't end there though, as the SL86 also features a cutaway sheerline, meaning guests can get a great view of the sea, even when seated. In terms of layout there are two main options: either with an enclosed galley on the main deck, just behind the helm (as is popular on the American market) or with a galley set down in the bow-end crew quarters to leave an open-plan saloon.

Below decks accommodation includes a full-beam master suite, a VIP double and two twin cabins, all with their own ensuite bathrooms.

The garage is large enough to house a

12ft 7in (3.85m) tender, but for those with a larger dayboat, the bathing platform can be extended from 1.2m to 1.6m to take a 14ft 7in (4.45m) tender, leaving the garage free for PWCs and other water toys. A C-shaped foredeck lounging area with its own removable sunshade completes the layout.

Three MTU engine options are being made available, for a top speed of 28-31 knots and a cruising speed of 23-26 knots. Sanlorenzo has said that this new standard set by the SL86 will trickle up to all of its planing GRP range,

so what we have here is not just a highly desirable motor yacht, but also a blueprint for Sanlorenzos of the future. **Contact** Carine Yachts.

Tel: +44 (0)1202 901721 Web: www.sanlorenzoyacht.com

AT A GLANCE

Length 87ft 10in (26.76m)
Beam 20ft 10in (6.35m)
Engines Twin MTU 1,622hp/
1,822hp/1,947hp
Top Speed 31 knots
Price from €5.5 million ex VAT



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Düsseldorf Boat Show 2016 will play host to the worldwide debut of the XO 360, the new flagship of the hard-edged Finnish yard. The 360 takes all that is good about XO, namely an immensely tough 5mm-thick aluminium hull, a super sharp deep-vee shape and yearround usability, and stretches it on to a 37ft 1in (11.3m) frame.

With that extra hull length comes twin diesel power from Volvo Penta rated at either 300hp or 370hp per side and a pair of cabins below decks. This takes the XO range from being fast, fearless weekenders to bona fide cruisers capable of keeping you comfortable for days at a time and taking you pretty much anywhere you want to go at 40 knots or more.

The accommodation comprises a master in the bows with a double vee-berth and a midships cabin beneath the saloon with a full-width double berth and some storage.

Initial renderings show an open-backed cockpit with bench seating either side – great for driving the quad bike on to from your archipelago island but not so great for keeping kids safe. No doubt there is the option to add a transom gate as seen on the smaller 270.

Prices start from £287,400 inc UK VAT for the twin 300hp version and you'll pay just over £10,000 more for the larger 370s.

It's safe to say that we're a little bit

excited about this boat, especially with the Axopar 37 nearing completion. We smell a twin test in the air.

Contact Wessex Marine. Tel: +44 (0)1202 700702 Web: www.xo.fi

AT A GLANCE

Length 37ft 1in (11.3m) **Beam** 10ft 8in (3.3m) **Engines** Twin Volvo Penta 300/370hp **Top speed** 40 knots **Price from** £287,400 inc UK VAT

Sessa C42

After a period of financial uncertainty Sessa is back with a new Asian investor to steady the ship and a refreshed model line-up to entice the customers back.

The C42 is an intriguing offering that looks very like a Sessa 42 Fly minus the flybridge. You still get the same fully enclosed main deck saloon and a surprisingly big aft cockpit shaded by an electric awning but now there's a large opening sunroof over the helm with four glass panels to let in light even when it's closed.

An opening window next to the helm encourages a flow of air through the saloon but with the helm seats perched several steps up from the saloon and the galley a couple more down from it, the layout misses out on the single-level living that many modern coupés aspire to.

Down below there's a comfortable owner's cabin forward with a rather tall double bed to clamber into and an ensuite bathroom with the luxury of a teak seat in the shower. The twin guest cabin to starboard also enjoys ensuite access to the day heads.



An optional hydraulic platform with a grill set into the transom is perfect for lazy days at anchor while a pair of Volvo IPS 500 drives are good for 35 knots.

Contact Bates Wharf Marine Tel: +44 (0)1932 571141 Web: www.sessamarine.com

AT A GLANCE

Length 43ft 0in(13.10m) Beam 12ft 9in (3.90m) Engines Twin 360hp Volvo IPS500 Top speed 35 knots Price from €438,000 inc 20% VAT





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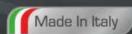


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So as 2015 draws to a close, here I am drooling over tantalising, artfully composed photos and descriptions, which seem perfectly to match my ideas



CUMBERLIDGE ON CRUISING

PETER CUMBERLIDGE: How better to while away the long winter darkness than with some pleasant daydreaming and virtual shopping of life-changing craft?

t this time of year, when the days are short and chill, you can't help dreaming a little – especially about boats. Without even realising it, I find myself browsing classified ads and brokers' pages, just to see what might reasonably be afforded. The answer is usually not that much, yet sometimes you come across a classic 'gentleman's motor yacht' for sale at an almost manageable price, perhaps with some careful downsizing ashore.

Many folk fantasise about living on a boat and travelling the world, but I've met couples who have found the cramped reality, and indeed the world, rather disappointing. If I were to live permanently on a boat it would need to be large-ish with plenty of comfortable cabins and a well-organised study. Being 6ft 6in tall I'd want clear headroom and also a bathroom with room to manoeuvre.

Real central-heating radiators, a proper separate wheelhouse, a walk-in engineroom and enough deck for a gentle stroll – these would all be vital for civilised living. Jane might also list a modest herb garden, but that's another matter.

Such eminently reasonable requirements would be far out of our reach in a modern motor yacht, but a 'classic' in fair condition can look feasible enough on paper to set the pulse racing. To my mind you need at least 70ft overall for the necessary living space. For the budget this ship of a certain age would have to be timber built, but I like wooden hulls with their easy motion, quietness under way and sheer aesthetic appeal.

So as 2015 draws to a close, here I am drooling over tantalising, artfully composed photos and descriptions, which seem perfectly to match my ideas about comfortable living afloat.

I have seen a mouthwatering John Baindesigned 72ft Silver Ormidale, built in the 1950s with gracious accommodation for two. How wonderful to start up her two 6-cylinder Gardners and hear that soothing, aristocratic putter from the exhausts. Or to potter in the engineroom, polishing and checking, indeed almost communing with such fine specimens of English engineering.

I spotted a sleek 1930s G L Watson of similar length, a 1962 Fleur de Lys not quite long enough, and a 75ft Camper & Nicholsons with gleaming varnish, all just affordable if, for our bolt hole ashore, we moved from a detached house near the coast into a convenient, lock-up apartment somewhere pleasant which could generate a little rent.

The running costs for two displacement speed engines wouldn't be that great, and in any case we wouldn't actually want to travel far. The sunny west coast of France has plenty of sheltered bays and rivers where you can potter in beautiful surroundings, within easy reach of good food and inexpensive wines. Sounds just the ticket.









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I'm not suggesting that any of these tactics: buoyancy aid, lifejacket, survival suit, or nothing at all, is either right or wrong



TESTING TIMES

DAVE MARSH: It's fine for there to be varying notions of what constitutes safety on board depending on the situation, just as long as there is – at the very least – a notion of safety

ast month, one of our readers,
Steve Walker, admonished me
for not wearing the crotch
strap on the lifejacket that I'd
trialled for our Tried & Tested
pages. And he was quite right
to do so. Although in certain
circumstances a case can be

made for or against wearing a lifejacket at all, if you are going to wear one, then the crotch strap is essential to its effective workings. If you remain unconvinced, just watch this startling RNLI video (bit.ly/liAoWeu). Anyway, Steve's censure made me revisit notions of safety afloat. All told, it's a complex and not altogether logical mix of personal experience and a subjective sense of how safe and secure we feel when we're afloat in any given situation.

Dinghy sailing in the 70s formed my introduction to boating, and if you've heard of the International Moth class, you'll know how unstable they are. Later, racing around the Solent in the 80s, nobody I sailed with (at least inshore) wore a lifejacket because of the fear that it would snag on something. So my personal bias has been informed by the (embarrassingly regular) necessity to swim easily back to the boat, the need to stay warm while I dried out, and a vague snagging phobia. This probably explains my enduring inclination to wear my svelte fleece-lined buoyancy aid rather than a lifejacket, unless I'm heading offshore or boating single-handed. There again, many people go pleasure boating on bigger boats unencumbered by any form of buoyancy aid or lifejacket.

I'm not suggesting that any of these tactics: buoyancy aid, lifejacket, survival suit, or nothing at all, is either right or wrong – personal experience aside, what you choose will depend on the circumstances (night or day, cold or warm, inshore or offshore), your talent as a swimmer, the chances of falling overboard in either a conscious or unconscious state, and the ability of the mothership and its crew to successfully get you back on board in a sensible timescale. However, I am convinced that this latter point is pondered least of all.



One Health & Safety Executive study I read made for sober reading. On a typical British spring day – water at 13°C and a pleasantly breezy F3 to F4 – a 'standard man' wearing normal clothing and a lifejacket 'is likely to succumb to drowning' in less than half an hour. That timescale drops sharply if it's windier and colder. And those figures assume that the victim has survived Cold Shock, the mechanism that can decrease breath-hold time to less than ten seconds and increase a person's breathing rate by a startling ten-fold. Unsurprisingly, Cold Shock is the main fear below 10°C. More surprising is that some will experience it at double that temperature.

So when it comes to survival, getting an MOB back on board pronto is as much an issue as anything else. As powerboaters we're inordinately lucky here; hauling somebody over the helpfully rounded tubes on a RIB is far easier than tackling even the lowest of sailing boat topsides, and hi-lo bathing

platforms are one of the most significant MOB safety features we benefit from, assuming your boat has such a thing. If not though, have you ever tried climbing back on board using the typically petite safety ladders that can be deployed by a swimmer? Doubtless some boaters do carry a device for rescuing MOB and have thoroughly thought through the process of how a fatigued body might be winched or hauled back on board. But I've only met one so far.

Although I often feel safe enough to dispense with a lifejacket, I get twitchy if I lose sight of my waterproof hand-held VHF and an intense flashing safety light. I know the waterproof VHF would have little range at sea level, but it makes me feel safer. Regardless, whatever your particular safety regime, I'd like to think that we'll continue to be allowed to make our own decisions about what to wear and when to use it (and no, I didn't mean the crotch strap Steve!).

YOU CAN'T SEE IT, BUT YOU CAN FEEL IT.



NEW XO 360

The reason for the unique properties of all XO boats - including the new XO 360 - is hidden from sight, in the hull itself. It's been designed by and for the open sea. The aluminium deep V-hull is durable and silent, impact resistant and rigid. The sharp angle of the bow carves through waves with effortless ease. This makes driving an XO a pleasure in all conditions. Take it for a test drive and feel the difference.





It was another sunny day, at least until late afternoon. We'd have been fine if we'd not detoured to see the dolphins and got caught in a monsoon on the way back



THE BORNAGAIN BOAT OWNER

NICK BURNHAM: The weather. It's a national obsession for a reason – it never plays ball, it's impossible to predict and by Jove it can create some spectacular days

hat's it – I'm selling the boat and giving up boating. My first full season afloat and it's been rubbish – mainly due to the consistently poor British 'summer' (in inverted commas because it wasn't really a summer at all, was it?).

It got off to a vaguely promising start in April – the day I launched *Smuggler's Blues* was near perfect; blue skies and calm seas. An omen, I thought. Since then, apart from the odd snatched day it has been one long painful slog to try and plan around strong winds or rain showers or just biting cold miserable greyness. Interspersed with days where boating got cancelled due to a poor forecast that turned out (once other plans have been made) to be a reasonable day. The Met Office is about 20 miles from me in Exeter – do they never look out of the window?

Don't get me wrong, it's not been a complete washout. We had a great trip out on the annual South West Sports Boat Rally – about 20 boats in convoy from Brixham to Dartmouth together. The Pass The Baton event later (definitely not timed and therefore not a race or time trial for the purposes of insurance – oh no) was great fun if a little hairy – we retired early from that one!

Oh, and we were blessed with dolphins this year. We discovered that a pod like to fish around Berry Head and that if we waited around long enough we stood a good chance of spotting them. So good, in fact, that at one point we were running at about an 80% success rate. We'd motor upstream of whichever way the tide was running, switch off the engine and just drift back down - eyes peeled. Eventually two or three would appear, surfacing silently and breathing gently - absolutely magical. Sometimes, if there was no sign of them, I'd try playing some music to see if that enticed them. My theory that dolphins enjoy a bit of Taylor Swift sadly remains unproven however.

And although it was really hard to plan, which was frustrating, we had a few great

trips out with friends too. My good friend Sean and the new (and lovely) lady in his life came round to Dartmouth for the Regatta Air Show, which was pretty spectacular – the sun shone that day amazingly. We returned the next day to watch the classic parade and get some photos of White Mouse II on procession (MBY November 2015). It rained a bit, but we just sheltered in the cosy cabin (or 'little house' as Andrea likes to call it) till it passed.

We did the Dawlish Air Show too, taking an aircraft-mad family friend who loved the experience of being directly beneath the display, and it was another sunny day, at least until late afternoon. We'd have been fine if we'd not detoured to see the dolphins and got caught in a monsoon on the way back.

In fact come to think of it the sun shone for the Cowes-Torquay-Cowes Classic powerboat

event too. I moored *Smuggler's Blues* on the visitor berths opposite Torquay's wet pits the night before; come the day we were joined by friends on board while more friends arrived by boat, rafting out five deep and enjoying the spectacle of the incredible offshore racers rumbling in. After lunch on board, a few of us blasted out to Turn One to spectate. Fifteen minutes later we were rewarded with the sight of over a dozen raceboats bearing down on us at over 70mph before banking around the turn buoy and howling past us into the distance. Just awesome!

But other than that, and a few other brilliant days or evenings on the water, it's been hopeless. Well, mostly hopeless. Well, actually we managed to clock up over 100 running hours. Maybe I'll give it another year after all...



stration: Neil Singletor

YOURMBY | Have your say in print and online

Edited by Hugo Andreae

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Power to the people

If your readers are looking for a fun way to make the most of their boating and meet some new friends they may be interested in joining the Pathfinder Powerboat Club.

The club, based on the South Coast and affiliated to the RYA, has been running for over 20 years, and its members own and crew all types of powerboats, from fast ribs and cuddy cabins to larger sportscruisers. Membership is £40 a year, per boat, and is open to experienced and novice boaters of all ages including families. The purpose of the club is to give members the chance

to safely expand their boating knowledge while keeping the emphasis on having fun. Among other activities, the club runs weekend trips to local and no-so-local marinas.

If any readers would like to know more about joining our club, they can contact Paul Solomons, our membership secretary, at hoblands@hotmail.com or visit www.pathfinderpowerboat.com to see next year's cruising intinerary. Abby Short

(Pathfinder Powerboat Club liaison officer) Sounds like a great way to improve your boating skills and meet a few like-minded boat owners

The official rum of the Royal Navy Association and the Royal Navy Sailor's Fund

Members of the Pathfinder Powerboat Club raft up

Postcards from the med

Being an avid reader of David Crossland's former column about Mediterranean boating (Postcards from the Med), I am mourning its loss and am thinking of moving my boat from Tuscany to Corfu. However I'm slightly put off by tales of strong winds, tricky anchorages and other off-putting facts like being unable to put loo paper in your holding tanks. On the plus side I've heard that Greece's financial crisis has not overly affected the Ionian. I'd welcome any advice from someone with more experience of the area. Terry Crumpton

There's little sign of any crisis in the Ionian. Corfu's Gouvia Marina offers excellent facilities, year-round safe shelter and is strategically located for much stunning cruising north to the Adriatic and south to many stunning islands. There are many safe anchorages in and around Corfu (admittedly seriously deep so you have to scout around for the best place to drop the hook) with lesser wind strengths than the Aegean and we've found nothing off-putting at all about Corfu. As for toilet paper in the holding tank, that's not something we have ever been told. The islands' sewage network can't handle loo roll, mind, so don't be putting it down there on land! Laurie Cranfield. Our Boats contributor, based at Lefkas Island



Interesting article comparing a selection of trawler yachts in October's MBY. Pleased to see the Corvette had a justified mention and in other parts of the magazine too.

The author summarised the Corvette well but got somewhat mixed up when it came to engines. Most of the later Corvettes had 315 Yanmars, so 300 a side was quite common, not just on export models. Also, a Corvette







his!), I have compiled quite a detailed Wikipedia reference entry on the Corvette. I've sourced a lot of material and researched all the facts as carefully as I could. It can be found on https://en.wikipedia.org/wiki/ Corvette_Motoryacht.

In the meantime, our Corvette Owners Group is still expanding and now numbers close to 30 boats. Anyone interested in Corvettes is welcome to join, even if they are still at the thinking stage. David Morrison I bow to your greater knowledge on all things Corvette and have sent the offending author on a six-year Corvette 'rehabilitation' programme. Glad to hear the club's going great guns. Hugo

Life on the river

As a displacement boat owner who has enjoyed both inland and coastal cruising in equal measures over the years, I have always thought that MBY's decision to ignore the canals and inland waterways was a little pig-headed, bordering on the snobbish.

I read Peter Cumberlidge's account of his inland delivery run from Paris to Auxerre in a Linssen (MBY, Sept 2015) with great interest and hoped that it wasn't a one-off. So I was delighted to read Hugo acknowledging this as a deliberate change of tack (Ed's letter, MBY

There is so much to enjoy about exploring the inland waterways, from the charming countryside to the friendly locals and fantastic eateries, so I'm glad to hear you will now be approaching this underrated way of boating with an open mind. Sure, you can rarely get into double figures in terms of speed on the canal system, but I always say

I'd like to point out that we never entirely ignored the inland waterways in the past but we did try to leave enough clear water for Motor Boats Monthly to have its own USP. With that limitation no longer in place, we are simply embracing it more openly. Hugo





ICOM





he west coast of Italy is blessed with some of the finest harbours and most beautiful islands in the Mediterranean. More than halfway down from Genoa, opposite the middle of Sardinia, Campania province has the stunning Bay of Naples as its centrepiece. This dazzling theatre of history is dominated by the shadow of Vesuvius, a picture-book, slightly menacing volcano a few miles inland.

On the south side of the bay, the rugged Sorrento Peninsula juts out towards the romantic island of Capri, whose cliffs soar far above the rich blue sea. Off the north arm of the bay are two more islands,

tiny Procida and much larger Ischia with its soothing subtropical vibes. A short cruise out to the west you reach the scattered Pontine Archipelago, where even by Italian standards time turns slowly in the picturesque harbours of Ponza and Ventotene.

Naples itself is a noisy cultural melting pot which engages all your senses at once. It is a city of contrasts, where gracious piazzas, opulent palaces and ornate churches are set against warrens of narrow streets whose urban poverty is relieved only by shafts of bright sunshine. You can sample these vivid impressions from one of Naples' well-appointed marinas around the bay.

But the place to begin a Campania cruise is on the south side of the Sorrento Peninsula, where the Amalfi Coast looks across the glittering Gulf of Salerno. From offshore this dramatic spur seems to rise sheer from the sea, with sparse villages clinging to its cliffs. As you get closer, more looming layers emerge from the haze, as

the peaks of Monti Lattari rise to 1,500 metres. At the head of its gulf, Salerno is an attractive cruising base and a favourite of mine because the place feels so pleasantly ordinary.

SUNNY SALERNO

Salerno has three marinas – Porto Nuovo nearest the centre, Porto Turistico further along the seafront, and the new 1,000-berth Marina d'Arechi, three miles south-east of Salerno (see Marina of the Month, p74). They're not expensively trendy and you can genuinely relax before tackling the livelier ports of call around the corner. Backed by sheltering

FOOD AND DRINKS

Naples is the birthplace of pizza margherita, first created in 1889 at the city's Brandi Pizzeria for Queen Margherita of Savoy. This Neopolitan classic reflects the colours of the Italian flag – red tomatoes, white mozzarella and green basil. The venerable Brandi is still going strong in Salita Sant'Anna di Palazzo.

Capri citrus growers are said to have invented the delicious digestivo Limoncello, a clean lemon liqueur which is perfect after dinner, especially sipped on a balmy terrace overlooking the Gulf of Naples. Limoncello should be served ice cold from the fridge, never with ice in it.

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Enticing Amalfi sprawls along the azure coast

bustling commercial harbour and one of the sunniest

hills, Salerno has a bustling commercial harbour and one of the sunniest climates in Italy. The town is not too touristy and the old quarter is a delightful maze of back streets and gently crumbling buildings.

The long promenade is lined with palms and in the evenings locals are out strolling, watching and being watched. At sunset the chatter rises to a crescendo, especially around card tables in the waterside gardens. You can easily linger several days to absorb this carefree atmosphere. Salerno is also a convenient place to leave a boat if you fancy visiting the eerie excavated ruins at Pompeii, 40 minutes away by train.



Mood London - Dant Williams / Alamy Stock Dhoto



WEST TO AMALFI

As you leave Salerno, its mountains show their true scale. Near the peak of Monte San Liberatore stands an old convent with a prominent cross. Heading west you can cruise close inshore, peering through the glasses at incredible hillside villas, some high above the shore with vertigo views, others barely beyond wave height.

Rounding Capo d'Orso you pass Maiori and Minori, seaside settlements casually littered with Roman remains. Hanging above Minori is the amazing village of Ravello, one of the most visited stops on Italy's tourist trail. Clustered 350m above the sea, Ravello feels very old and serene. Visitors are drawn here by two famous villas on the cliff edge.

The medieval terrace of Villa Rufolo is the centrepiece for Ravello's summer music festival, when the audience can gaze past the orchestra to the bay below. The 18th century Villa Cimbrone was landscaped by Lord Grimthorpe, one of countless English aristocrats captivated by Italy's charms, climate and people. His tranquil gardens have a breathtaking belvedere walk.

Beyond Ravello, Amalfi looks enticing from the sea, piled up like a house of cards. The lower town centres around a Moorish cathedral, peeping above homely red pantiles. The east side of the harbour curves out to a headland guarded by a Saracen fort. Behind the town, a winding road climbs through a gap in the hills into wild terrain.

AMALFI

One of the charms of Amalfi Harbour is its amazing mix of boats. Superyachts grace the outer breakwater and further along are all kinds of visitors, power and sail, fast and sedate. Inside lie sleek rows of motor boats. Ferries arrive and leave almost continuously – fast jets to Salerno or Capri, launches to Positano and the traditional 'slow' ferry to Capri, a fine old ship whose two slow-revving diesels have been in service since the 1950s.

Popular with Italian holiday-makers, Amalfi is alive with family chatter, terrace cafés and buzzing scooters. You enter the lower town through an arched tunnel, emerging into a bustling piazza where a wide sweep of steps leads to the cathedral. Then a narrow main street climbs to the upper town, with steps and alleys leading off to secret corners. Trattorias are plentiful and you'll eat well almost anywhere. Campania is renowned for its fine produce and cheerful wines, while the Amalfi Coast lands excellent fish.

POSITANO

Cruising west you pass the most mountainous stretch of this coast around Capo Sottile, where the scars of Monte San Angelo seem vertical as you approach Positano. This fashionable resort has no real harbour except the ferry jetty, but the anchorage east of the town is one of the most spectacular in the Med. Superyachts look like model boats below the 1,500 metres of San Angelo.



This anchorage is practical as well as sensational, because of a shallow coastal ledge skirting the bay between Positano and Capo Sottile. This inshore strip has modest depths from 12-15m, so anchoring is straightforward and secure. Yet not far offshore soundings plunge to 80m and a mile south of Sottile the submerged valleys are over 700m deep.

Positano is worth exploring and you can land by dinghy at the ferry jetty or beach. Many wealthy Italians have holiday villas in the quieter fringes of Positano, high above the seafront tourist shops. Here you become pleasantly lost in the meandering upper town, where cobbled alleys are bright with bougainvillea and lively talk echoes through open shutters.

THE GALLI ISLANDS

These unexpectedly low islands are three miles south-west of Positano. Italian boats come out to anchor in the clear shallow lagoons, especially between the largest island and Castelluccia just east of it. Hardly larger than lonely rocks, the Galli have an ancient link with Homer's epic Odyssey, whose obtuse puzzle of Mediterranean settings has absorbed scholars for over 2,000 years. Most now agree that Isolotti Galli were the fabled islands of the Sirens – "they who bewitch all men". It's certainly worth going to take a look.

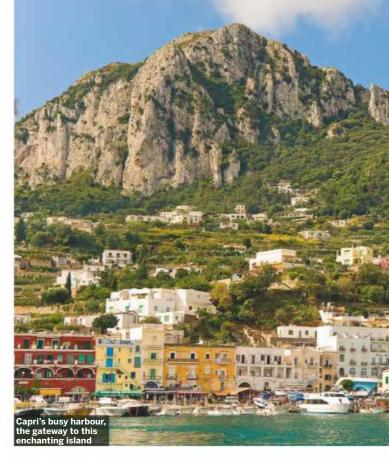
OUT TO CAPRI

West of Galli you soon pass the craggy tip of the Sorrento Peninsula and Punta Campanella lighthouse. Offshore is the beckoning profile of Capri, the original 'idyllic Mediterranean island' which has kept its romantic appeal despite centuries of tourist invasion. Arriving with your own boat is a memorable experience and from Campanella your first sight of Capri is its almost sheer east coast. Rounding Capo Tiberio, you follow the north side close inshore towards the main harbour at Marina Grande.

The approaches are frantic with ferries, hydrofoils, yachts and speedboats, and there are usually boats anchored west of the harbour. The marina is inside the pierheads to port, where you lie stern-to a quay with bows pulled out to a mooring. This east end of the basin is relatively peaceful and you can enjoy the bustle of harbour life from a safe distance.

It's quietest and coolest to explore ashore early morning or evening. There are cafés and bistros on the waterfront, or take the legendary funicular railway up to the town centre, high above the sea. You emerge on to a colourful piazza with views over the harbour and across to the mountainous west end of the island. There are no cars up here, making it pleasant to explore the labyrinth of lanes.

Buses run out to the island extremities. On the north-east corner, the ruins of Villa Jovis perch 350m above the sea, one of Emperor Tiberius's many Capri residences. This fantastic site has heady views



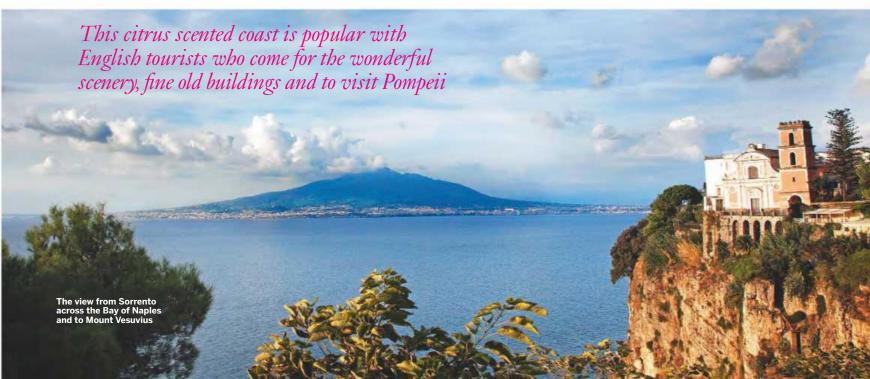
across the Gulf of Naples, which enemies of Tiberius were able to savour briefly before they were pushed over the 'Tiberius Jump'.

On the west side of the island, the small town of Anacapri is reached along a hair-raising road with sheer drops on its seaward side. Be sure to visit the peaceful Villa San Michele, built on the cliff edge in the 1890s by an eccentric Swedish physician, Axel Munthe. The garden's shady paths end in a stupendous pergola walk where the blue Mediterranean lies far, far below.

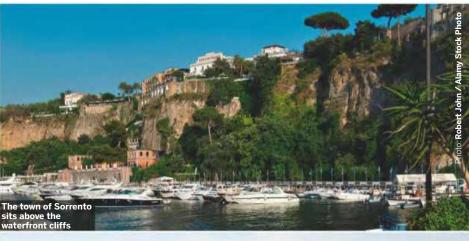
ACROSS TO SORRENTO

The north side of the Sorrento peninsula is softer and more populated than Amalfi. This citrus scented coast is popular with English tourists who come for the wonderful scenery, fine old buildings, to visit Pompeii and make forays into Naples. Sorrento looks appealing from seaward with its straight-edged cliffs, two animated harbours and rambling Italianate town. Moor in Marina Piccola to explore the tantalising prospect of quiet streets, busy streets, unexpected squares and civic gardens.

Not far west of Sorrento, under the crook of Capo di Massa, you can anchor off a secluded beach where the water is clear and







deliciously warm. On the west shore is Karama Yacht Vela Club and behind the anchorage is a very old estate – La Villanella – thickly planted with olive groves, lemons and vines. High on the headland is the Villa Angelina, once an imposing Victorian residence and now an education centre.

AROUND THE GULF OF NAPLES

To me the Sorrento coast is the finest part of the grand Gulf of Naples, from where you can view the city and Mount Vesuvius from just the right distance across a glittering blue foreground. But keen sightseers may want to visit the Roman ruins at Pompeii, Vesuvius itself and the many treats Naples has to offer. Eight miles north-east of Sorrento, Marina di Stabia is a large secure marina where you can leave a boat safely for trips ashore. Run by MDL, this friendly base is handy for both Vesuvius and Pompeii.

For visiting Naples, Marina Molo Luise at Sannazzaro is a secure city billet, though it's worth booking a berth (email: luise@luise.com). From Mergellina station at Sannazzaro it's half an hour on the metro to Naples central. Alternatively, stay in Capri for a while and whizz across to Naples quickly and stylishly by hydrofoil.

Don't miss in Naples Dedicated tourists spend weeks 'doing Naples', but there are three experiences you shouldn't miss:

Stroll down the Spaccanapoli, a long narrow street through the old heart of Naples, perhaps on a guided walking tour.

Visit Capodimonte Museum on Via Miano, an opulent Bourbon Palace in restful gardens. Stunning paintings, ceramics and sculptures in a magnificent setting. A half-hour metro ride from Mergellina to Museo station.

Savour divine pizzas at La Masardona on Via Giulio Cesare Capaccio, 10mins walk SSE from central station. You'll never eat English pizzas again!

OUT TO PROCIDA

In the north-west corner of the gulf, Procida Island is quite low except for its east tip, where an impressive castle looks across the strait towards Capo Miseno. The main harbour and marina are on the north coast, where the town has a Moorish flavour, its houses huddled around a gleaming white church and a prominent dome. The place seems very old as you wander the narrow streets, yet is probably the least touristy port of call hereabouts. It also feels independent and self-sufficient, almost like a pirates' lair. Treasure is probably buried here.







In the spirit of Capri by Pamela

of this fabled island.

Fiori is an evocative treat for fans

In quiet weather make for Cala di Corricella, on the south side of the fortress headland. Here you can anchor close under the fort, or further into the bay off the village, whose inner harbour has a simple rubble breakwater. Corricella is an astonishing cubist extravaganza, its houses daubed all colours of the rainbow – some boldly bright, others weathered to faded pastels. It feels out of this world as you climb through the intricate layers past precarious balconies, rickety washing lines and tiny terrace gardens. There are restaurants galore, including the sublimely fishy La Lampara overlooking the harbour.

ISLAND OF ISCHIA

Close west of Procida, much larger Ischia feels completely different, its high majestic coast softened by lush vegetation, which thrives on the fertile volcanic slopes. Fragrant shrubs and vivid wild flowers help make Ischia an exotic escapist's dream far from the cold grey north. The composer Sir William Walton was one notable escapist and his charismatic wife Susana established five acres of paradise gardens at their villa La Mortella, on Ischia's north-west corner. The upper level has an open Greek theatre, where summer concerts enhance the magic of this special place.

Ischia's main harbour is on the north coast, an almost perfectly enclosed circular inlet with a narrow entrance gap and a constant stream of ferries and hydrofoils. Although hectic this port is a must-see, if only for a passing visit. It has a plush Riviera feel, with yachts and motor boats in crescent rows and a tangled town looking typically Italian. A little further west, Casamicciola Harbour is usually better for a quiet berth. I have a favourite restaurant here called Cantinando, a few blocks back from the sea on Via Monte della Misericordia – unassuming suburbia outside, culinary bliss within.

VENTOTENE Twenty miles west of Ischia, Stefano and Ventotene are the closest islands in the Pontine group. Stefano is just a circular hump with an old prison on top, but Ventotene has two harbours on its north-east side. The older, southern basin is opposite the village and most attractive. The larger north port

has more space but ferries come and go here. Except in high season the island is quite peaceful. The village stacks up grandly from the old Roman harbour and the imposing town hall looks like some colonial outpost. Bistros abound, but I like Ristorante Da Benito, near the archaeological museum on Via Pozzillo.

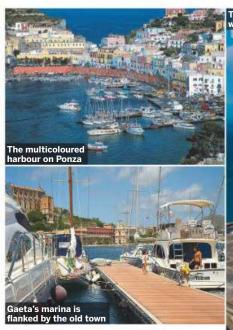
PONZA Four miles long and shaped like a boomerang, this heavenly island has a strangely weathered coast, which catches light in amazing ways. Easy to visit, Ponza has a wide harbour bay with various visitor pontoons around its edge. The village is a patchwork of cubes in cream and ochre, rising to a bold white lighthouse. The upper slopes are green with olive groves, citrus trees and rows of vines.

The quays are alive with ferries, hydrofoils and brightly painted fishing boats. Although berthing is expensive, it's worth the price to experience the daily theatre of the place, from early calm stillness through to the dusky harbour lights. The island also has several fairweather anchorages, especially along its ravishing east shore.

BAY OF GAETA Thirty miles north of Ischia on the mainland coast,

BAY OF GAETA Thirty miles north of Ischia on the mainland coast, Gaeta is an excellent cruising and winter base within easy reach of the Gulf of Naples. The marina is tucked behind a steep peninsula, which has a prominent lighthouse, grandiose fortress and crumbling old town perched above the cliffs. Backed by hot hills, Gaeta's mellow waterfront curves around the bay in warm Italian shades. Glitzy yachts gleam in the harbour and a leafy promenade tails away north.

I've always had a warm welcome at the Base Nautica Flavio Gioia, an efficient marina and yard especially sympathetic to visitors. Director Anna Simeone speaks excellent English and has organised winter berths here for many UK boat owners. If you are contemplating a couple of seasons on the Italian west coast, this is an ideal home from home.





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The cockpit layout feels like a sportscruiser with its tender garage, sunpad and dinette

The immaculately appointed bathroom spans nearly the entire beam of the boat



S72, it was inevitable that Princess would soon have a smaller sportsbridge in the offing. The only unexpected thing about the S65 is that it was designed from the ground up to be a standalone sportsbridge, whereas the S72 was based on a modified version of the V72 sportscruiser.

This has done wonders for the layout of the

fter the success of the

This has done wonders for the layout of the S65 because Princess has started with a clean slate. Where the S72 has a more traditional and slightly outdated galley-down layout, the S65's galley is up on the main deck straddling the border between the saloon and the cockpit. Mix in sliding doors that nestle to starboard beneath the flybridge stairs and an electric flip-up pane of glass to port, and you have a set-up that ensures the galley can serve those on deck just as easily as those in the saloon.

With the aft window raised, there's a perfect inside/outside bar for lining up drinks and food for guests in the cockpit, while the galley, complete with a domestic fridge-freezer, is conveniently located opposite the dinette. This means that amidships you have plenty of space for the main internal lounging area, comprising a U-shaped seating area centred around a coffee table and a low-lying sideboard opposite that plays host to the hi-lo flatscreen television. The seating is bang in line with the largest sections of the impressive saloon's glazing, meaning that even if you are trapped indoors you can still enjoy the view.

And then we get to the really clever part of the sportsbridge design – over the forward section of the saloon, above the lower helm, is an electric sunroof bolstered by three large panes of glass. Even when it's closed the glass brings the outside in, but when it's open it transforms the saloon and means you can still be in touch with the elements if it's too cold to be up on the top deck.

An added benefit of the galley being on the main deck is more space for the cabins. A four-cabin layout is standard but there is some flexibility with the bunk bed cabin, which can be made into a small office or storage space with a Pullman berth.

The master cabin is sensational and although the new 'knife' window design means swapping the dramatic square hull windows that Princess has been using of late for a slightly smaller trapezoidal shape, the amount of light they let in and the views out are still very impressive. This cabin is situated low down in the S65's hull so lying in bed you are truly at water level; what a place to wake up!

Up until now the yard has only been able to install the ensuite bathroom aft of the cabin in yachts of 70ft and over, but the S65 breaks that barrier. Not only does this feel very grown up but it means the immaculately appointed bathroom spans nearly the entire beam of the boat and adds extra insulation between the cabin and machinery space.

The new window design works wonders in the VIP cabin where the blade of the 'knife' lines up with the bed to make the space as bright as possible given that, thanks to the seating on the foredeck, this cabin has no skylight.

The guest cabin has the option of powered sliding berths (for £2,000 extra) so you can quickly transform it from a twin to a double and it's well worth having if you are going to be hosting different sets of guests regularly. The VIP has more simple scissor-action berths but, again, these just add to the versatility, as does the fact that every cabin except for the bunks gets its own ensuite bathroom.

BEST OF BOTH WORLDS

On deck the hybrid sportscruiser/flybridge layout means that, at the stern at least, things all feel very much like the former. The obligatory stern sunpad sits atop a tender garage large enough for a Williams 325, leaving the optional hydraulic bathing platform free for a PWC or for setting up a table and a chairs once you've dropped anchor.

Three shallow steps lead up to the cockpit past access to the optional (and very snug) single crew cabin. This is really aimed at the fledgling Asian market, as most S65s will be owner-operated and are likely to have a large storage void in this area to match the one on the port side in lieu of a central lazarette beneath the cockpit.

The foredeck is put to good use on the S65 where the raised sunpad with flip-up backrests



The handling is beautifully smooth from lock to lock and gets the S65's hips wiggling

is supplemented by a bench seat across the width of the windscreen and a walkway between both areas that allows easy movement from one deck to the other. Princess's practical thinking shines through here – there are deep storage voids in both sides of the bench moulding that can hold nearly all of the boat's fenders.

Detailing is something Princess has had sewn up for years but the S65 feels especially well conceived. Take a look at the exquisite handrail on the flybridge staircase that runs up either side of the steps and then loops round in a perfect arc to give you a grab-handle on the way down as well. On the flybridge the wet-bar has subtle carved grooves in the two-tone moulding to add a bit of visual impact and the hefty lid is perfectly smooth on both sides. There are leather-coated handholds throughout the saloon so cutely designed that they blend in with the furniture and subtle touches such as the backing plates for the ceiling-mounted LEDs mimic the shape of the hull windows. Tiny details, yes, but it's this stuff that sets Princess apart.

PLENTIFUL POWER

The flybridge, though clearly smaller than that of a traditional 65ft flybridge cruiser, makes the most of the available space by being well thought out and nicely finished. I've mentioned the wet-bar already but the wrap of seating aft curls around a sold teak table, mounted on a sturdy stainless steel base and the Silvertex upholstery in classy macadamia really looks and feels the business.

The seating to port of the helm is clever because it provides space for people to sit up with the helmsman and navigator when the boat is on the move but the reclined, aft-facing backrest means you can sunbathe here as well, though the stubby screens around the flybridge do mean you get quite a buffeting from the breeze.

No doubt that breeze was made worse by the fact we spent most of the day heading into it at 37 knots. You read that right; the S65 is nearly a 40-knot boat with the largest 1,400hp MAN motors. These are serious engines, less power plants more power stations, that wallop the S65 forward on great, heaving waves of torque. They take a fair few seconds to spool up but once they do it's like that moment when a

roller coaster just creeps past the incline before rocketing off down the track.

It's unlikely that you are going to fancy thumping along at 37 knots all day but with this performance on tap it makes a 30-knot cruise feel sedate and, thanks to Princess's excellent soundproofing, fast cruising is very relaxed.

There are two smaller engine options including the smaller V8 1,200hp MANs and a 1,150hp per side option from Caterpillar. Neither option could be labelled sluggish with even the Cats capable of thrusting the S65 to a claimed 34 knots flat out.

The handling is a predictable balance between engaging and secure, beautifully smooth from lock to lock and capable of getting the S65's hips wiggling with minimum effort. The S range is supposed to have sporty intentions and that shines through in the S65's poise and the way it changes direction.

Helming from the flybridge or the lower deck is a joy thanks to brilliant ergonomics and adjustability at either helm, especially regarding the wheel and throttles that you are in contact with most often. Both dashboards look great in a simple, classy sort of way, though the tacky plastic air vents at the lower helm look and feel out of place on a £2 million boat.

I particularly like the layout of the upper helm where the skipper sits centrally with a navigator's seat to port but also enough space between the chairs to allow people to come and go without the helmsman having to shift out of the way. The oversized glove box on the port side of the dash is perfect for chucking screen protectors, sun cream and other bits in plus it's chilled if you want to use it for drinks.

VERDICT

Despite sportsbridges being a somewhat niche concept there is already some strong competition for the S65 to butt up against. Prestige was arguably the first to bring this idea to the 60ft market with its clever 620S while Sunseeker has smartly fiddled with its 68 Predator to create the 68 Sport Yacht. So there is more choice in this market than you might imagine though, in truth, the S65 is probably the most rounded of the bunch.

The Prestige is quite an old boat now and though it manages to pull off the trick of both









STORAGE

These two large bins with gas-strut propelled lids are large enough to easily swallow pretty much all of the S65's fenders. They are deep enough to hold lines or a length of fresh water hose if needs be.



SUNPAD SUPPORT

This simple sunlounger mechanism on the foredeck sunpads makes it quick and easy to prop yourself up to read when relaxing in the sun. The backrest can be set at three different reclining angles.



AFT GALLEY

The flip-up window in the galley means you can transform the kitchen into an indoor/outdoor bar at the touch of a button. The single pane of glass silently glides up to the ceiling and then can be locked in place.

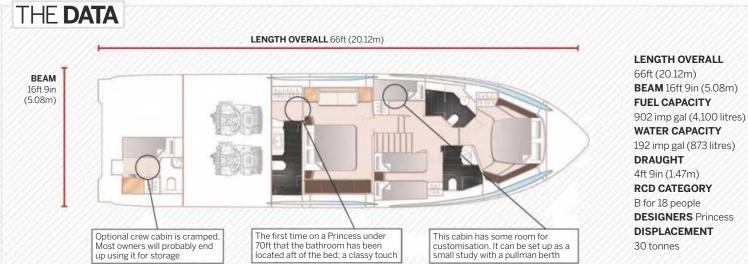


ENGINEROOM

It's quite a climb down into the S65's engineroom but once you're in the excellent headroom is appreciated. Bearing in mind that our test boat had two enormous V12s down here there was still ample space to move between the motors and inspect their outboard sides. There is lashings of soundproofing down here, and the installation itself is of the highest order with plentiful artificial light.









but it misses out on the sunroof, which is part of what makes these boats so good.

It's no great surprise that the S65 is a wellrounded and talented machine, but add in the visual punch of the S range and Princess's latest styling cues and storming performance and you have an extremely desirable package.

the one on the Princess 43, and that simply won't add up for those who value a larger party platform up top. But if you can see past that there is so much to like about the S65. It is, by the new V58) and the interior an almost perfect balance for the owner operator. Predictable it may have been that Princess would build the S65 but it wasn't so inevitable for it to be quite this good.

Contact See Princess website for dealers. Web: www.princessyachts.com

PERFORMANCE

TEST ENGINES Twin MAN V12-1400.

1,400hp @ 2,350rpm. 12-cylinder 24.2-litre diesels

FIGURES	ECO					FAST		MAX
RPM	1,000	1,200	1,400	1,600	1,800	2,000	2,200	2,350
Speed	11.0	12.2	16.1	20.6	25.3	30.2	33.7	36.6
LPH	67.6	129	176	243	324	413	475	544
GPH	14.9	28.4	38.7	53.5	71.3	90.8	104.5	120
MPG	0.74	0.43	0.42	0.39	0.35	0.33	0.32	0.31
Range	534	310	300	278	256	240	233	221
SOUND LEVELS dB(A)								

SOUND LEVELS dB(A)									
Helm Cockpit Saloon	68 80 68	65 81 68	69 83 72	72 84 74	76 85 78	79 85 80	83 86 83	8	

THE COSTS & OPTIONS

Prices from £1.52m (twin 1,150hp) £1.65m (twin 1,400hp) Price as tested

Variable	speed thr	usters		£	9,130
Crew cab	in fit-out			£6	5,850
Electric s	sliding be	rths in	guest ca	bin £1	,930
Teak side	e decks ar	nd fore	deck	£9	,905
Telescop	£15	£15,550			
Sliding s	unroof			£10	,680
Tropical	88,000	BTU	air-con	(needs	19kW
generato	r)			£24	1,730
Onan 19k	W genera	ator		£5	,605
= Op	tions on t	est bo	at		

Speed in knots. GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on readings from on-board fuel gauges, your figures may vary considerably. All prices exclude UK VAT. 50% fuel, 100% water, 3 crew, no stores or tender; liferaft on board, 20°C air temp, F1 + calm for sea trials

RIVALS

Prestige 620S Price from £994,435

One of the first of the breed and still good, but being replaced by a 680S next year.

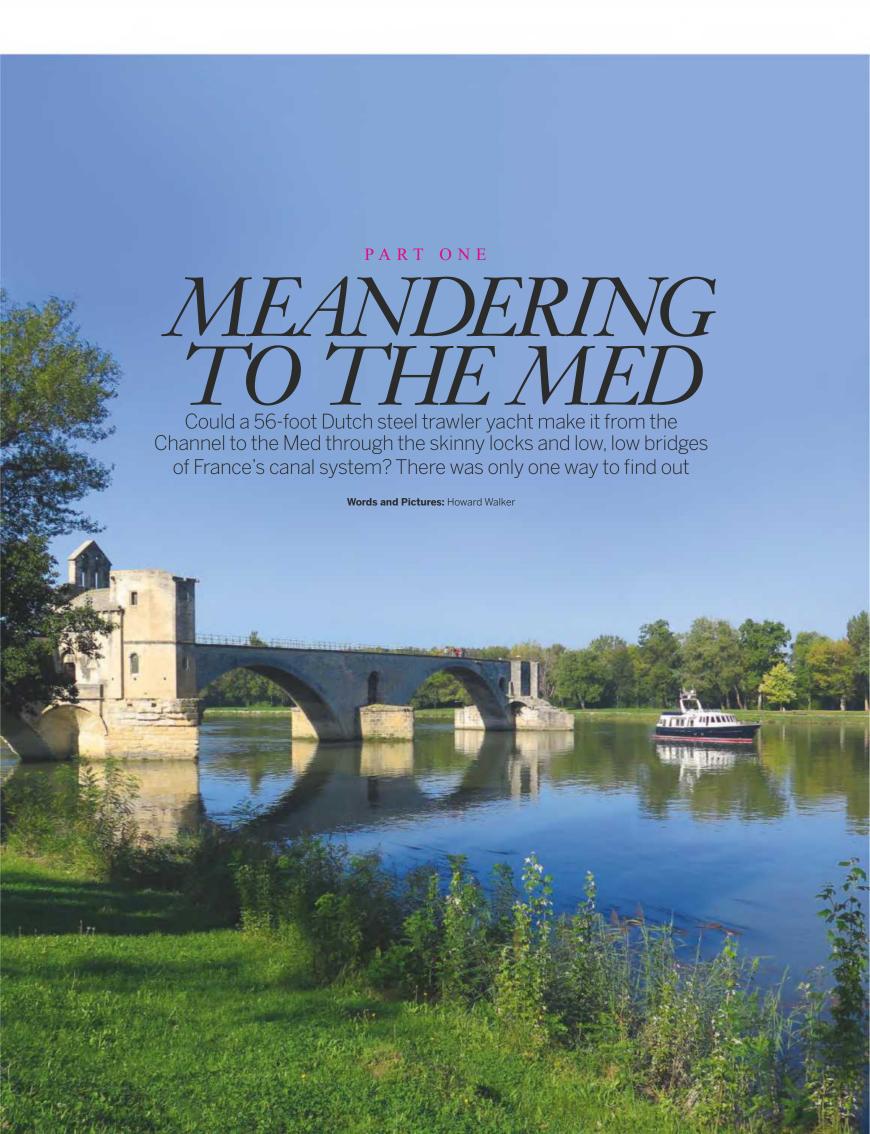


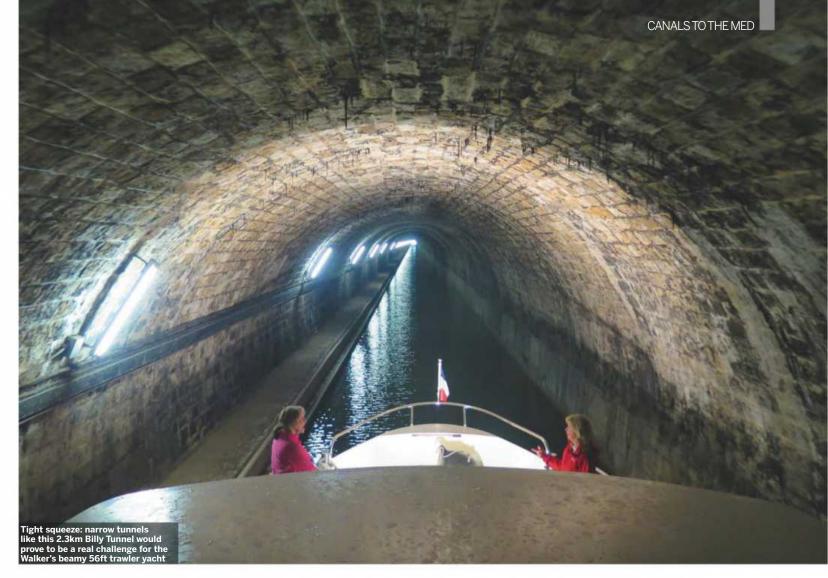
Sunseeker 68 Sport Yacht Price from £2.04m

Rakish looks and an excellent hull but no sunroof option.

Buy the test: mby.com/sy68







he shoulder-shrugging French lock-keeper speaking with just a soupçon of Inspector Clouseau's accent had a point. "Monsieur, your bateau is too aiy to go under zee bridge. You have to go back." From where I'm standing on the flybridge of our 56-foot steel trawler yacht Nomade, there definitely looked to be no way in a month of Sundays that its 11.1 foot high upper extremities would shimmy under the supposedly 11 foot high bridge at the lock entrance.

We were in the sweet French village of Thaon les Vosges, in the Lorraine region of north-eastern France, miles from civilisation. And we were stuck.

Before we'd set off on this grand adventure, heading from the English Channel to the Med using the labyrinth of French canals and rivers, we'd been warned that Nomade might be just too vertically-challenged to squeeze beneath some of the notoriously low bridges of France's Napoleonic-era – that's shorthand for crumbling – canal system.

Fellow navigators we'd met along the way had told us not to try. One did give us a piece of sage advice: "If you get stuck, head to the nearest bar, and offer a round of pastis for the locals to come and sit on your boat." His reasoning; the more rotund, warm bodies we could entice on board - amply-bottomed French farmers' wives being the preferred bodies of choice - the lower in the water we'd go.

Others suggested we should do what the French commercial barge captains do when their wheelhouses are a shade too lofty. Get within a couple of feet of the masonry and hit the throttle. In theory the props would suck the water out from under the bridge, the stern would drop and you could squeeze under.

For me, that would be like jumping into a Lamborghini for the first time and aiming for a set of steel width restrictors at 200mph in the hopes it would squeeze through. Yep, it could work, but boy would it make a mess if things went wrong.

As I stood on the flybridge scratching my chin at this seemingly irresolvable situation, I reflected on what had led to us being here.

PLOTTING A PATH SOUTH

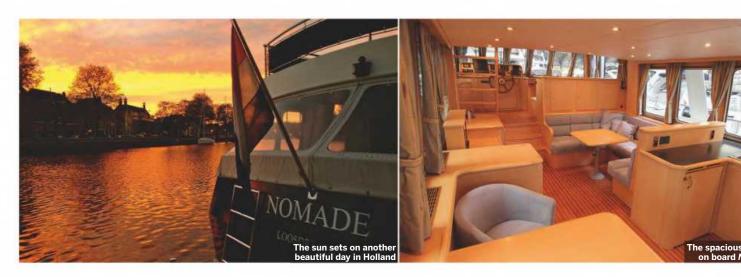
There are three ways of moving 39 tonnes of Dutch-built steel trawler yacht from dreary northern Europe to the sunny Côte d'Azur, where our plan was to spend a sun-kissed summer quaffing chilled rosé and munching moules.

The easiest? Call up Lorries-R-Us to hire an 18-wheeler, book a crane and simply truck it the 760-odd miles south to the Med. Okay, it would require us writing a cheque for a non-trivial ten grand. But on the plus side, it would take four days max, instead of four months plus.

Alternative Number Two would be to go around the outside. It's the preferred route for most boats our size. Down the Channel, out around western France, across the frisky Bay of Biscay, around Portugal and Spain and in through the Straits of Gibraltar. A lot longer haul at around 1,500 miles, but a definite adventure.

Alas, for offshore newbies like ourselves, big open water with 30-foot tidal rise and falls, raging currents and Atlantic swells the





height of small blocks of flats, ranked a little too high on our personal Fearometer.

Option three, and the one that sounded the most fun: go straight down the middle. Using France's 5,000 miles of navigable rivers and canals, a boat can cruise from the English Channel all the way to the Med. Just take the Seine into Paris. Then the Marne to Épernay and the glorious Champagne region. From there it's into the canal system proper, squeezing through the 280-plus locks that would take us on a roller-coaster ride over France's central hills and mountains, down to the meandering River Saône and on to the huge, fast-flowing watery superhighway that is the Rhône. Door to door, a little over 1,400 miles. It sounded like a plan.

The only concern? Size. Back in 1897, one Charles de Freycinet, France's minister of public works at the time, pushed through a law standardising the dimensions of all French canal locks at 128 feet long and 17 feet wide. Bridges would have a minimum clearance of 11.4 feet. For some reason he failed to take into account that 119 years later a pair of novice boating ex-pats in a 56ft Dutch steel trawler with a supposed air draft of just over 11ft would want to pass under one of his bridges without losing their heads.

BUYING THE DREAM

For years it had been a bucket-list dream of me and my wife, Mary Webb, to live on a boat and cruise, to do it while we were still (relatively) young – in our late 50s – and to be agile enough to enjoy the experience. And to still work part-time from the boat.

As we'd lived in the States for the past 20-odd years – I'm a Brit, my wife's a Yank – the original plan was to buy a trawler in Florida. We'd 'Do The Loop', cruising America's Great Circle Route up the eastern seaboard, into the Great Lakes and down the Mississippi to the Gulf of Mexico. Trouble was, most of the cool places we'd go through – Washington D.C, New York, Chicago, Tightwad, Missouri – we'd already visited many times through work. Well, maybe not the last place.

Why not buy a boat in Europe and cruise there? Why not indeed. So three years ago, we flogged everything; the waterfront home in Tampa, Florida, the beachfront condo on the Gulf of Mexico, my treasured '76 Cadillac Eldorado convertible land-yacht. Our garage sale could have been hosted by Sothebys.

After days, weeks, months of scouring the internet, we found a full-displacement 56-foot steel AlmTrawler being sold by a broker just outside Amsterdam. It had been built in 2005 by the DeAlm yard







in Holland for Christian Swarovski, a member of the Swarovski crystal family. Sadly there were no shimmery chandeliers, or even sparkly crystal bunny rabbits, in the master cabin.

The boat is kind of unique in that it is Class A rated so capable, in theory, of traversing oceans. But, with the ability to hydraulically lower its radar arch and shed its windscreen, it could, again theoretically, limbo under those 11 foot high bridges of the French canal system. Its 16 foot beam also meant it should be able to ease - at a pinch - through the 17 foot wide locks.

It was well-fettled with a couple of muscly 225-horse, straight-6 Perkins Sabre turbo diesels, with big hydraulic bow and stern thrusters for turn-on-a-dime manoeuvrability. Big steel skegs were there to protect the props and barn-door-sized rudders on the notoriously shallow canals. It was perfect.

To captain her, my wife and I took seamanship courses in France to get our ICC International Certificate of Competence tickets, primarily to learn how to stay the heck away from the 300,000-tonne barges barrelling along the Dutch rivers. We did a VHF course in the UK to get licensed for the boat's three radios. And 20 years of owning a sailboat in Florida taught us that a lack of forward motion usually meant we'd run aground.

FALLING IN LOVE WITH HOLLAND

After moving aboard in the spring of 2013, we spent our first summer getting to know the boat and meandering along the inland waterways of Holland. I know it's been said many times, especially in the pages of MBY, but this is one of the best cruising areas on the planet. We loved the entrenched boating culture, the mix of deepwater canals and wide rivers, a huge inland sea - the IJsselmeer - and easy access to the North Sea, the Baltic, Scandinavia and beyond.

And being Holland, everything works. There are pontoon moorings for tying-up at night literally everywhere you turn – even in the middle of Amsterdam – with water and electric hook-up for less than the equivalent of £15 a night. And liftbridges that magically levitate after a quick request on the radio.

It was a year in which we covered the length and breadth of the Netherlands, ate way too much cheese, gazed at hundreds of windmills and failed miserably to string together even a few words of Dutch. "Het wiel is gedaald van mijn fiets." That means, "The wheel has fallen off my bicycle." Which I did actually say, courtesy of Google Translate, in a Rotterdam bike repair store.

Fast forward to April. Over the winter we'd formulated Le Grand Plan for heading to the Med. But with a milestone Big 6-0 birthday on the horizon, and brimming with newfound confidence, we decided that London and St. Katherine Docks would be an awesome place for a party. And a great starting point for the whole adventure.

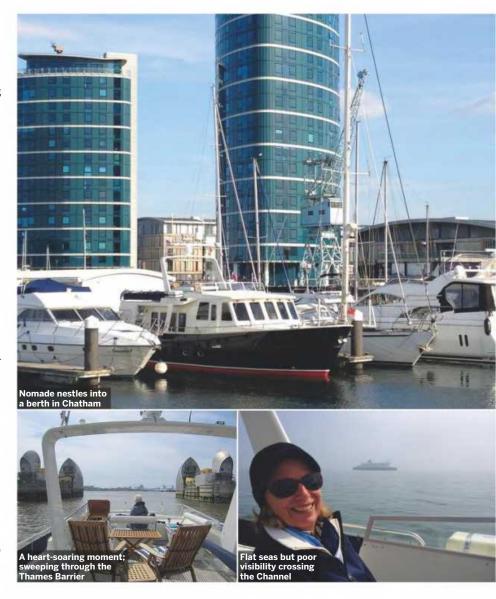
So we leave our winter base in Enkhuizen on the IJsselmeer, take the huge Amsterdam-Rhine Canal south, cross the glorious inland tidal waters of Zeeland, exit Holland at Vlissingen and nose our pointy end into the big, bad North Sea.

Our first day on salt water was a welcome anticlimax. Vlissingen to Dunkirk. Glassy seas. Light wind. Easy tides. Little commercial traffic on what is one of the world's busiest stretches of water.

Then it was 'the crossing'. Dunkirk to Ramsgate, just over 40 miles. At our tug-boat-like 7 knots, we reckoned on five and a bit hours. Just in time for tea at the Royal Temple Yacht Club. No problem. But did I mention the eel?

Like all responsible captains, I do a series of engineroom checks before we cast off. Dip the stick on each Perkins. Check the transmission fluid. Turn the grease caps on the shafts. And check the water inlet filters for greenery. Only this time, as I unscrew the starboard engine filter cap, out slithers a slimy half-metre-long tail.

Of course, being a Floridian my instant reaction is that this is some deadly water moccasin that had got sucked into the system and is all set to plunge its fangs into me. Realising that it is probably an eel – a salty





delicacy here in France – doesn't ease the shock. I have a real phobia of all things that slither.

My concern is that the instant I ease the pressure on the filter cap, the mighty serpent will flop out, descend into the bilges and never be seen again – until it starts to stink. Nothing for it but to grab it by the tail and the two of us wriggle out of the engineroom. It feels like a scene out of the late, great Steve Irwin's *The Crocodile Hunter* with me shouting to anyone who might hear, "Crikey, this thing has teeth". But we make it out and Monsieur Le Eel is returned to the briny deep.

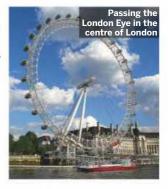
DODGING THE SHIPPING CONTAINERS

The Channel crossing turns out to be a real nailbiter. Thick fog has enveloped La Manche with Dover Coastguard warning of two cable length visibility. Not knowing exactly what a cable might be I had to look it up; it's 606 feet, so 1,212 feet in total. Roughly the length of three and a half football pitches.

The smart thing would be to leave it for another day. But the forecast is wretched, with wind, waves and weather on the way. Today it's flat calm. Time to crank up the radar and away we go. Radar and AIS are god-given pieces of kit. We spot the P&O ferry out of Dunkirk, and the towering, 1,000 foot long MSC *Yokohama*

container ship barrelling along at 20 knots across our bow. But what the heck? Out of nowhere, not a couple of miles away, 15 huge ships blip on to the radar, seemingly parked right in front of us.

Gradually through the murk their gargantuan outlines appear. Only through the binos can I see the tell-tale anchor chains angled down from their bows. Expand the chart on the plotter and it becomes clear they're on the hook in the



Channel Traffic Separation System central reservation, waiting patiently for the tide to change. Phew.

We glide in to Ramsgate, get directed to a nice side-on berth and pop the champagne. Our first Channel crossing. Piece of cake.

We spend the next couple of days riding the tide into the Thames Estuary, nipping down the Medway for a look at Chatham, then into the Thames proper for a magical cruise into the very heart of London. My heart soars as the good ship *Nomade* sweeps through the Thames Barrier, Greenwich on the port beam, Canary Wharf to starboard. Then, in all its awesomeness, Tower Bridge ahead.

St. Katherine Yacht Haven is worth every penny of its lofty day rate. For me, this is the stuff of dreams. My dad brought me here as a kid and I'd wander around in awe, gazing at the mish-mash of craft.

When I worked in London back in the 80s, fish 'n' chips at The Dickens Inn, a mooch around Nauticalia and, naturally, a look at what was tied up on the pontoons, was a weekend ritual. It was always a dream to come here on my own boat.

In the end we stay for three weeks, moored right next door to the MV *Havengore* that carried Sir Winston Churchill's coffin after his funeral at St. Pauls. As for the birthday party, 20 mates quaff bubbly on the boat before adjourning to the excellent River Lounge Italian overlooking the lock. It is a splendid night.

Tomorrow we have an 8am rendezvous with the lock, and the start of a five-month adventure, through the heart of France, hopefully under that bridge at Thaon les Vosges, and on to the Med. Better start chilling the rosé now.

Next month: Along the Seine and in to Paris.





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CHRIS-CRAFT LAUNCH36

Not your typical 38-footer, this weekender from Chris-Craft has more than enough to get the heart fluttering

Text: Nick Burnham Photos: Chris-Craft

uring my previous life as a yacht broker, I spent more than a solid year in total stood on boats at boat shows observing and talking to potential boat buyers. About 90% of them headed straight inside and started comparing the interior with other boats that they'd seen.

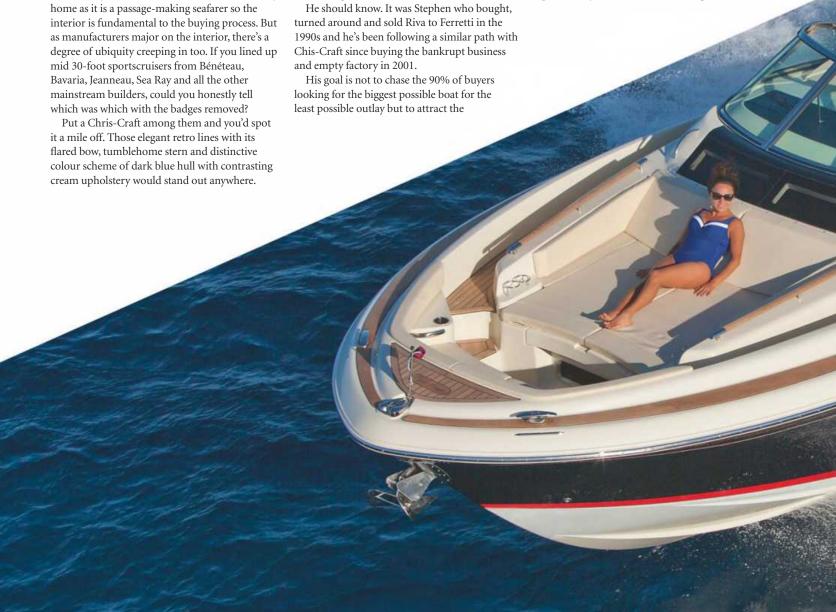
For many families the boat is as much a holiday

And even though this all-new Launch 36 has a very comfortable interior, there is no escaping the fact that it has been designed with the emphasis on outdoor living.

Chris-Craft owner Stephen Julius knows there is no point chasing the volume end of the market. "It is already being done very well by very established brands," says Stephen. "I don't want Chris-Craft to be another 'me too' brand. Chris-Craft has something else to offer, it has

10% of buyers looking for something altogether more special. "Look at the new MINI," says Stephen. "The MINI offers less space, a tiny boot and three doors when you could buy a larger, more practical car for less money, and yet it is a massive success. And that's because it has fantastic styling and behind the looks, real ability."

In fact, the Launch 36 is the latest and largest of the Chris-Craft range, a sportscruiser that's designed primarily for use as a dayboat but with space to stay on board for several nights.





Our test boat has a brace of the most powerful sterndrive diesels currently in production

The reason it looks so special and costs that much more than its volume rivals is because it takes more time to build it. That tumblehome stern requires the hull to be formed in a three-part mould (it would be physically impossible to extract it from the mould otherwise) but it's worth every extra man hour, tapering the sleek dolphin curve of the gunwale from the flared bow down to a neat (optional) hydraulic bathing platform. This boat has 'want one' stamped all over it before you even step aboard.

Do so though, and you'll discover that all that form is certainly not at the expense of function. This is a boat designed for life afloat. Two curved sofas occupy the rear of the cockpit, easily catered for by the large galley unit just aft of the helm and complemented by a folding table that rises electronically from the cockpit sole at the touch of a button. Three diamond quilted helm seats embossed with a stitched Chris-Craft logo face the helm and it's here that the detailing really shows. The classiclooking Moto-Lita style steering wheel has a revolving Chris-Craft logo in the centre cap weighted to ensure it remains upright like the hub caps on a Rolls-Royce – and is topped off by a drilled aluminium fascia containing chrome ringed tachometers and speed log. Yet the practicality shines through with space for a pair of the latest 12in Garmin Glass Cockpit displays and joystick control of the sterndrives for close quarter handling.

CLEVER DECK SPACES

But you need to head forward again to really appreciate the functionality of the deck layout. Sunken side decks over 20cm wide lead past a huge sunbed set into the foredeck while right at the front a neat bow seat turns this area into a very private but sociable area. Or lift the sunpad on its twin gas struts and fold out a padded infill to link the two into one massively indulgent sundeck. Sunbeds on the foredeck of a mid 30-foot boat are nothing new of course, but it's those side decks that are key, along with the sunken nature of the pad itself. It transforms this area into a zone that you'll happily let your kids wander up and down unaided at anchor. That's if you can get them away from the inflatable water toys stored in various bespoke locations around the decks.

But don't think you have to wait until you're anchored to have fun. A pair of Mercruiser 8.2 litre petrol engines (I know!) are on the options list, or you can opt for three 300hp Mercury Verado outboards (I know!) to grace your transom. But if you're not American or don't own Shell, you're not going to feel short-

changed by choosing the black pump. Our test boat has a brace of the most powerful sterndrive diesels currently in production, Volvo Penta D6-400s punting their combined 800 ponies through a pair of DPH Duoprop drives. Despite the location (Rapallo in Italy), we've also got surprisingly malevolent sea conditions – a very brisk onshore breeze has built up a big rolling swell. This is about to get interesting.

PURE POWER

If I can criticise the helm it is that the seats are fixed (a pet hate of mine – we're all different sizes) but right now it's irrelevant, I've got the lift bolster raised, my feet braced hard against the helpfully angled footplate, one hand on the fingertip-light thin wooden wheel and the other on the throttles – here we go!

Hooked gingerly on to the plane I point the nose straight into the swell at about 20 knots and squint sideways at Stephen as we barrel up the first wave – it's his personal boat that's about to get airborne. He's looking pretty confident though and he's proved right as the boat drops softly into the trough and repeats the process. Once I'm far enough out I begin winding up the revs. Each increment of throttle metes out instant thrust, the speed readout on the Glass Cockpit display rising steadily. The boat feels absolutely planted, revelling in the conditions irrespective of the course I plot across the rolling range of hills and valleys. This is serious fun! But the most impressive part is just how incredibly dry the boat is. With that flared bow sending the spray out low, not one drop of spray hits the screen. Remarkable.

So, we've got a beautifully stylish, exquisitely finished, high-performance toy-laden dayboat? Not quite. Would you believe we've got sleeping for five on board too? Okay, so the interior layout isn't about to rival Grand Banks or even Bavaria for space. There's no dinette downstairs, no separate cabins, no galley (that's in the cockpit). But take a look at what there is. Well over six feet of headroom in the centre portion of the cabin for a start. And an openplan layout with a big double berth forward plus a pair of berths (one single, one double) back beneath the cockpit sole. There's even a separate head and shower, so with the shower in constant use after a day off the beach you don't lose your facilities. As the interior of a sportsboat rather than a cruiser, this cabin is a masterstroke. Complementing the genre perfectly, it offers practical family accommodation without becoming the defining element of the boat or, crucially, compromising the styling.









FINISHING TOUCHES

Sterndrive or outboard engines, two gel colours, 11 hull colours, four hull stripe colours, ten cockpit upholstery combinations, three choices of interior wood finish and three canopy colours really make your Chris-Craft yours. Oh, and you can choose black or blonde for your teak deck caulking...



GALLEY UNIT

With no lower galley, the cockpit unit needs to be particularly comprehensive, and it is. Far more than just a wet-bar, it includes two fridges (or one fridge and an icemaker), a microwave, a hob, a barbecue and a sink and is perfectly located for alfresco catering just behind the helm seats.



STORAGE

Storage for water toys really is a key element of the 36 Launch. Incredibly, our test boat houses two inflatable kayaks, two inflatable tow tubes, an inflatable stand up paddle board and even a pair of Brompton bikes! All in dedicated lockers (plus a further safety locker containing a grab bag and an eight-man Zodiac liferaft).

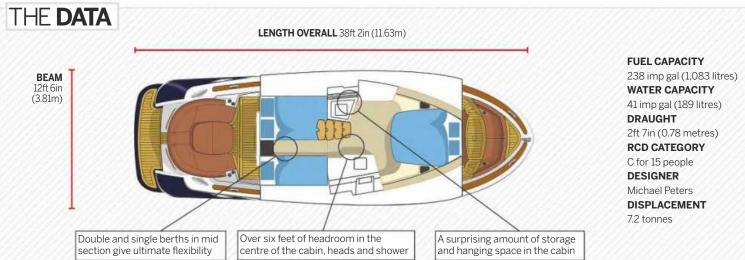


ENGINEROOM

The engine space is accessed via the hold locker ahead of the dinette, which means removing contents for clear access to regular service and check points. However, the entire floor section around the aft seating area can be unscrewed for major surgery or even engine removal.







What you need is a big dayboat with masses of deck space for family and friends

Wide bulwarked side decks and sunken sunpad create full-length accessible deck space



VERDICT

If you're the type of buyer that dives straight into the cabin and begins comparing fridge sizes, or the type who uses a spreadsheet and a calculator in the purchasing process, then you won't fall in love with this boat (you probably won't actually fall in love with any boat).

There's no getting around the fact that the Chris-Craft is an expensive 36-footer; prices for this twin 400hp diesel model start at £483,000 before you've even looked at the options list. You can get a fully loaded Princess V39 for that kind of money with two luxurious cabins, a lower saloon and a hardtop.

However, if you've already got a comfortable apartment by the sea, preferably somewhere

warm, then all those beautiful cabins are wasted and the hardtop is an unnecessary barrier between you and the blue sky overhead.

What you actually need is a big dayboat with masses of deck space for family and friends, lockers for all your watersports toys, an outside galley at the heart of the action and just enough accommodation for a comfortable weekend afloat. The hull still needs to have plenty of performance, a dry ride and strong seakeeping, and you'll want the kind of looks and build quality that make you feel good about splashing the cash. What you need, in fact, is a Chris-Craft Launch 36.

Contact Bates Wharf Marine. Tel: +44 (0)1932 571141 Web: www.chriscraft.com





PERFORMANCE

TEST ENGINES Volvo Penta D6-400.

Twin 400hp @ 3,500rpm. 6-cylinder, 5.5-litre diesel sterndrive

TEST	FIGU	RES			ECO		FAST	MAX	
RPM	600	1,000	1,500	2,000	2,400	2,800	3,200	3,500	3,650
Speed	4	7	9	13	22	28	33	37	39
LPH	4	6	22	46	60	72	97	120	138
GPH	0.9	1.3	4.8	10.1	13.2	15.8	21.3	26.4	30.4
MPG	4.4	5.4	1.9	1.3	1.7	1.8	1.5	1.4	1.3
Range	837	1,028	361	247	323	342	285	266	190

THE COSTS & OPTIONS

1112 00010 0011	10110	
Price from	£414,064 (inc	UK VAT)
As tested	£570,354 (inc	: UK VAT)
Heritage Edition		£22,200
(Teak trim, bathing pla	atform and cock	pit floor)
Painted hull colour		£11,984
Zebra wood interior		£2,640
Bow thruster		£12,776
Garmin 8212 dual 12.1	" screens	£15,735
Hydraulic swim platfo	rm	£17,168
Windlass, s/steel and	hor and chain	£4,815
= Options on test	boat	

Speed in knots. GPH & MPG figures use imperial gallons. Range in nautical miles and allows for 20% reserve. Calculated figures based on manufacturers figures, your figures may vary considerably. All prices include UK VAT. 40% fuel, 0% water, 6 crew + minimal stores. 31°C air temperature, slight sea, F2 for speed trials.

RIVALS

Boston Whaler 370 Outrage Price from £398,205

A mid 30ft walkaround with (albeit smaller) accommodation and rock solid build quality.



Sessa Key Largo 36 Price from £263,187

Spookily similar on deck to the Launch 36, the interior varies with a converting dinette forward.





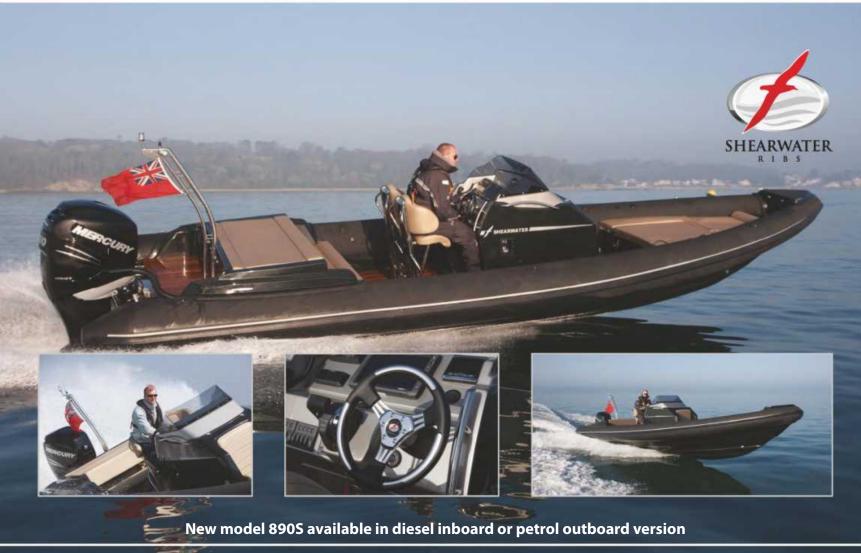


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owner upgrades Crafty concept

Fulfilling your boating dreams can often involve playing the long game, something this reader has done with aplomb with a mid 90s Chris-Craft sportscruiser

Text: Philip Badder talks to Hugo Andreae Photos: Philip Badder & Lester McCarthy



I've always dreamed of buying my own boat but until recently I've never had the time or the money to indulge that dream. Having recently turned 64 and with fewer work and family commitments to contend with, I felt the time was right to make that dream a reality.

My ultimate goal is to buy a three-cabin flybridge boat which my wife Geraldine and I can cruise around the Mediterranean and still have space on board for our children and grandchildren to come and holiday with us. But in the meantime, since Geraldine has a fear of flying and is almost as wary of the water, I knew we would need something smaller and closer to home to get her used to spending time afloat while I built up my own helming experience. Provided that went well, we could then go ahead and pursue our Mediterranean dream.

In the end I spent almost three years looking for a boat that met all my expectations. As a collector of classic cars, including a rare Ferrari P4, I knew I would never be happy with a run-of-the-mill



sportsboat or family cruiser. I needed to find something with a bit of heritage that looked the part and had excellent seakeeping credentials but could still give me an adrenaline rush when conditions allowed. The trouble is that it also had to fit my budget of £25,000 so that I had enough left in the pot to buy my longed-for flybridge in the Med.



My years spent buying and selling classic cars meant I instantly saw the potential while a sea trial and engineer's report confirmed the rest

Countless hours spent browsing the internet, talking to brokers and trawling Thames and South Coast marinas resulted in me making a lot of good friends and contacts but still no boat. The closest I got was a Kral 700 Classic for sale with Sunseeker Southampton that looked like a mini Riva albeit at a fraction of the price.

RETRO RESEARCH

In the end I decided that the cockpit was too small to work as a family dayboat but it did get me thinking about other retro-inspired boats. The Chris-Craft range ticked all of my boxes, with its long heritage and a reputation for building top quality performance boats, but I never thought I'd find one within my budget. It was then that I stumbled across an advert for a 1995 Chris-Craft Concept 27 at Bates Wharf Marine in Eastbourne that had recently come down from an asking price of \$26,500 to just £16,500. True, it was a little bit older than I had been hoping

for and it didn't have the elegant retroinspired styling which the yard is best known for but the deep-vee hull and a pair of 260hp petrol V8s with straight through exhausts sounded appealing, and at that price I could afford to spend some money sorting out the rest of it.

I drove down to take a look at it and was smitten. The cockpit and covers were both pretty tired and the graphics looked dated but mechanically she was close to perfect with just 280 hours on the engines and freshly reconditioned sterndrives. My years spent buying and selling classic cars meant I could instantly see the potential while a sea trial and engineer's report confirmed the rest. I offered £11,000, which was swiftly rejected, and eventually did a deal at £12,500. Outlaw was mine but now I had some sorting out to do.

When I mentioned my plans to Bates Wharf, Claire Bates said she'd be keen to help with the project so we agreed to work on it together and had the boat moved to the company's Before: the tired cockpit with no walk-through and an abundance of plain GRP and plastic details on show

head office at Chertsey Marina on the Thames, where it would be easier to keep an eye on things.

The first step was to get rid of the 90s exterior graphics in favour of a more timeless appearance and add some colour and style to the looks. I'd had experience of vinyl wrapping cars before and decided to use the same company (www.vehicle wraps.co.uk) to do my new boat too. Wrapping instead of painting meant I could experiment with colours and shapes before committing to the final finish.

I'm a big fan of the blue, red and gold theme which the current Chris-Craft range uses and wanted the exterior to follow the same idea, but choosing where the styling lines went and what colours to use on the internal cockpit panels was more challenging. After a bit of tweaking we settled on a thick blue hull band with red and gold styling lines that tapered towards the bow and a thinner matching set on the foredeck.

We followed the champagne gold theme through to the interior cockpit panels but added a metallic silver edging strip to frame them. We also







added a compass rose on the sliding companionway door to provide a focal point for the cockpit.

COMPLETING THE COCKPIT

I'd always planned to add teak highlights around the boat but Claire suggested I look at Flexiteek rather than real wood, partly because of the awkward curvature of the foredeck and bathing platform and partly because it would be easier to maintain. After seeing how good the colouring and grain looked on the samples, I was convinced especially when the fitter, Elite Marine Solutions, showed me how it would look with cream caulking and properly designed margin boards.

Originally I wanted to fit it to the cockpit sole as well as to the side decks

and bathing platform but the opening deck hatches would have made it look too fiddly so we went for a simple pop-in carpet instead.

However, by adding a walkway through the aft sunpad and transom bench we found a way to bring some Flexiteek into the cockpit and improve access at the same time. I also took the opportunity to install LED stud lights

along the walkway and around the cockpit that bathe the area in a cool blue light. A real teak table bought from the chandlery at Bates Wharf sets the cockpit off nicely and matches the compass rose on the companionway.

The cockpit upholstery was a trickier proposition. I wanted to go for a quilted diamond pattern on the helm and cockpit seats similar to the latest Chris-







THE COSTS

Vinyl wrapping £4.800 New canopy £2,600 £3,500 New upholstery £1,850 Flexiteek decking Teak table £350 Compound and polish £945 Chris-Craft wheel and logos £793 LED lighting £450 Miscellaneous £920 TOTAL £16,208

Craft Capris but the trim shop at Penton Hook Marina couldn't replicate it so I agreed to go for a simpler but still smart two-tone coffee and cream look with contrast piping and neatly stitched panels. It took a while to get it right but the end result is very pleasing. I also asked them to make me a brand new camper cover based on my own design. My experience of convertible car hoods led me to insist on a cover that not only looked and worked better but also avoided any wear and tear on the vulnerable clear vinyl panels from the stainless steel stretcher bars.

The helm area was functional but bland with a horrible plastic steering wheel and a broken speed log. I ordered a stainless steel and wood replacement wheel direct from Chris-Craft for £350 and sourced a GPS speed log for £200 from www.asap-supplies.com that matched the remaining instruments. The dash panel was then wrapped in

walnut-effect vinyl, which sounds tacky but looks so convincing that you'd never know the difference.

THE PUNT PAYS OFF

While searching the Chris-Craft parts catalogue I also found a pair of stainless steel Chris-Craft logos, which fill the little triangle of plain white gel-coat at the trailing edge of the windscreen.

Other details include stainless steel cupholders, nav lights, rubbing strake ends and a fuel filler cap.

The work was finally complete in time for the August Bank Holiday weekend, giving us a brief opportunity to enjoy *Outlaw* on the Thames before trucking her down to her new berth on the dry stack at Trafalgar Wharf, Portsmouth. Since then we have enjoyed a number of blissful weekends on board with friends and family, blasting around the Solent at well over 40 knots with the straight through exhausts

reverberating off the water. However, the moment where it all came good was when Geraldine and I were moored up at Gunwharf Quay, enjoying a glass of prosecco in the late afternoon sun with music playing and the cockpit bathed in cool blue light. Geraldine turned to me and said that now she truly understood my passion for boating.

The final bill for all the work came to just over £16,000 on top of the £12,500 I paid for the boat but it was all worth it to hear those precious words. Along the

way I've made countless friends and learnt a huge amount about boats and boating. I've bought and done up a thoroughbred Chris-Craft for less than £30,000 that gives me a thrill every time I use it and most importantly of all, I have proved to my wife and family that this is a hobby which we can all enjoy together. That's why I've just put in an offer for a second-hand 55ft Ferretti 165 based in Palma, Mallorca and why, regrettably, the Chris-Craft is now back up for sale with Bates Wharf.



We have enjoyed a number of blissful weekends on board with friends and family, blasting around the Solent at well over 40 knots



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reposterous as it might sound, it's getting harder for builders of motor yachts in the hundred-foot class to stand out from the crowd. If you paced the pontoons at the recent Cannes Boat Show you'll know what I mean. There were plenty of sensible family-sized flybridge cruisers to look at, and a fair few sleek sportsboats, but they seemed pretty thin on the ground compared with the big stuff. Moored by the stern in endless rows, each one was a major work of art and engineering. But with just the cockpit and transom to go on, they were virtually impossible to tell apart.

Even the new Amer 94, with its beautiful steel-trimmed teak cockpit table and slick aluminium chairs, its immaculate bespoke stainless steel work and that cute little upholstered seat on the transom garage hatch – all surmounted by a massive flybridge with a distinctive carbon T-top – had a tendency to merge into the crowd. Yet even more than most at that star-spangled boat showcase, this is a custom-built yacht with a distinct personality and much else to recommend it. Hidden at its heart, meanwhile, is a unique selling point which is, for once, genuinely unique.

AS YOU LIKE IT

A development of the earlier 92 model, the Amer 94 is a completely bespoke motor yacht. Within the confines of its fibreglass structure and, of course, the non-negotiable engineroom bulkhead, you can have pretty much whatever you want. To stimulate your imagination the shipyard publishes five lower-deck suggestions, and the plans show layouts of three, four or five cabins composed of a variety of singles and twins and doubles. There can be as many as three full-beam suites if you want them, not to mention the tempting alternative possibility of a full-beam lower lounge fitted out as a cinema, karaoke room, gym or anything else you fancy. The most sumptuous option features a huge owner's suite amidships with a full-beam head and shower compartment. Access down









re-thought, with the new garage designed around the dimensions of the Extender 520, a clever Italian-made outboard RIB with a folding console and a hinge one third of the way from its vertical bow, which reduces its stowed length from 17ft (5.20m) to just under 11ft (3.30m).

But that's not half the story. You can have twin 1,825hp Caterpillars on this yacht, or twin 1,800hp MANs – or you can choose three 900hp Volvos on IPS drives. Triple pod-drive installations seem less exotic now than they used to even a couple of years ago, but the Amer is still the first yacht of this size from an Italian yard, and one of the first hundred-footers in the world to boast a triple IPS installation.

Amer doesn't think of IPS as an exotic option designed to appeal to gearheads, but as the most practical installation. The 94 was conceived around it. Of course in some areas of the world Cat or MAN will make more sense than Volvo for servicing and support, and some owners just prefer shaftdrives anyway. But Amer's engineers really think you should go for the IPS version, and they do have a point. This was the fourth triple-pod boat I have tested, and I have gone through the stats to see if the claims made really stack up. They do: for a given output, three engines can definitely be lighter and more fuel-efficient than two. Amer's own trials, comparing this yacht with an MAN-powered 92, confirm that although the IPS version is not as fast (as well as being slightly longer, it is slightly heavier) it uses a lot less fuel speeds higher than around 23 knots. The base price of the 94 is the same, whether you choose the triple IPS installation or either of the twins. Amer regards IPS drives as the standard option.

ENGINES OF THE FUTURE

And rightly. Under way, the 94 felt like a perfect match for the IPS and its intelligent electronic control systems. With just two throttle levers and a computer to intercede when necessary, taking the helm will feel perfectly intuitive to anyone brought up on more traditional craft. Everything is integrated. Fore-and-aft trim is taken care of with a single rocker switch on the inner lever. There are no thrusters, but the IPS drives swivel and turn and use their own thrust to position the vessel while you make minuscule movements of the joystick, which is mounted on the arm of the helm seat. We achieved a maximum straight-line speed of a little more than 27 knots, while the yacht also seemed content to travel more slowly – Jean-Paul, the owner's captain, confirmed that on long trips, speeds between 15 and 18 knots are both comfortable and economical. Handling was reassuring and free of surprises. Loaded as we were with fuel and water - nearly six tonnes - we found that a bit of downward trim tab produced an extra knot or so at all planing speeds. And it's quiet just 62dB(A) in the master cabin at 27 knots.

You might expect a fast, efficient, triple-engined, pod-drive hundred-footer to look as exotic as it sounds, but the Amer 94 really doesn't. It just looks like the big, comfortable and luxurious motor yacht that it is — albeit one possessed of a certain self-assurance. The yard hasn't even been tempted to paint a go-faster stripe down the side. There's a lot more to this boat than meets the eye — hidden away at its heart, where it counts.

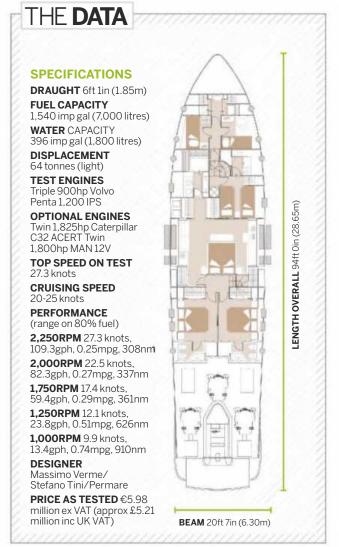
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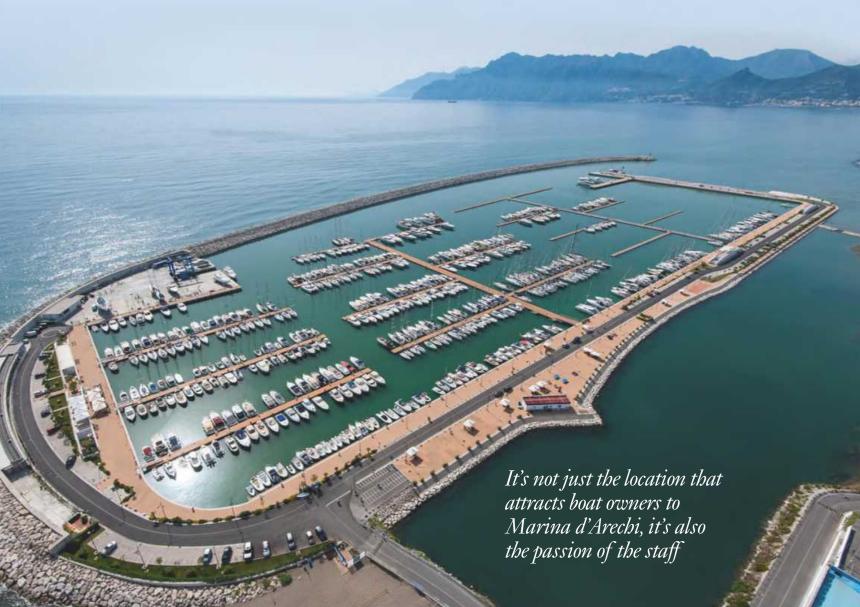
MARINA OF THE MONTH MARINA OF

SALERNO, ITALY



A heavenly base from which to explore the beautiful Amalfi Coast and Bay of Naples, Marina d'Arechi is ready to welcome you

This brand new €120million marina has 1,000 berths for craft of all sizes at the heart of the Mediterranean sea





arina d'Arechi is a brand new facility designed from the ground up to suit the needs of local and visiting boat owners. Situated in the south of Italy on the beautiful Amalfi coastline, it is perfectly placed to enjoy the many attractions of this historic cruising area. Its location at the very heart of the Mediterranean makes it an ideal destination for visiting boats as well as an attractive long-term proposition for British and European owners looking for a permanent berth in the sun.

LOCATION

Tucked into the northern corner of the Gulf of Salerno, Marina d'Arechi is well protected from the elements and easily reached by boat, plane or car from Salerno or Naples airport. As well as enjoying superb local cruising, it is also the gateway to the Adriatic and Aegean Seas. With a season that stretches from April to November, an average eight hours of sunshine a day and water temperatures that rarely drop below 25°C, this is truly a boat owner's paradise.

CRUISING AREA

Even by Mediterranean standards, the Gulf of Salerno is an exceptional cruising area thanks to the calm waters of the Tyrrhenian Sea, the dramatic coastal scenery and some of the finest cultural sites in the whole of Italy. To the west lie the historic coastal towns of Amalfi and Positano interspersed by pristine beaches and bays leading on to the beautiful island of Capri. Further north is the fascinating UNESCO world heritage site of Pompeii and to the south, Agropoli, Punta Licosa and the stunning Aeolian Islands.

FACILITIES

Marina d'Arechi is more than just a nice place to keep your boat, it's a brand new coastal resort that has been designed by world renowned architect Santiago Calatrava for families to enjoy all year round. The carefully landscaped site includes copious shops, bars, restaurants and parkland.

It's not just the first-rate facilities and stunning location that attracts boat owners to Marina d'Arechi, it's also the passion of the staff who strive to ensure every berth-holder's needs are satisfied from day-to-day boat maintenance requests to advice on visiting the area.

BERTHING COSTS

Marina d'Arechi will soon be one of the biggest purpose-built marinas in the Mediterranean with berths for 1,000 craft of all shapes and sizes from 10m sportsboats to 130m megayachts. Every berth is equipped with drinking water and modern shorepower connections while marina facilities include a 220-tonne travel lift, on-site engineers, 24-hour security patrols and 14 state-of-the-art fuelling stations.

Berthing options include long term leases of 30 or 80-years with guaranteed buy back after 10 years and shorter term monthly or yearly rentals. An annual berth for a 46ft (14m) boat works out at €7,850 with overnight stays from as little as €55 but any MBY reader who applies for a berth during the London Boat Show (January 12-20, 2016) is being offered a special 10% discount. To take advantage of the offer visit the YHA's Which Marina stand at the London Boat Show or contact the sales and marketing office shown below. ♣61

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ASKMBY YOUR QUESTIONS

Visiting the London boat show; motor boat suggestions

LONDON CALLING

OUESTION?

My wife and I are thinking of coming down to the London Boat Show at Excel for the first

time next month – can you give me some tips? Can I get a hotel for under £120? **Stephen Stoker**

> Go during the week to avoid the crowds and try to be there for the late opening on the Thursday (January 14), which always has a great atmosphere. The nearest hotel to Excel with

rooms still available at the time of going to press is the IBIS at Victoria Dock but rooms start at around £145 per night. For £100 per night you can stay at the North Greenwich Holiday Inn, it's on the wrong side of the Thames but you can cross over to Excel via the Emirates Air Line cable car. If neither of those suit, then the London Boat Show's official partner www.miceconcierge.com can offer plenty more deals.

However, if you are prepared to look beyond the obvious, you can get great value by renting a Docklands apartment through www.airbnb.co.uk. Prices start at £102 per night, many properties will let you book for just the one night and you have the flexibility of cooking in if you prefer.

One more tip – if your credit card can make contactless payments, you can now use it to ride the DLR, cable car, tube and buses without needing to buy an Oyster card.

Chris Jefferies

BOATING BASICS

We've sold our sailing yacht and I'm feeling bereft, so am considering buying a motor boat but know nothing about them.

I'd be looking for something to cruise the West Coast of Scotland on, doing about 20-40 miles a day then anchoring for a few days and being aboard for stretches of two to three weeks at a time. It needs space for the two of us plus the dog, occasional guests and decent galley facilities too.

I'd like trips to be quicker than on our sailboat but still have time to look around so a cruising speed of around 12 knots or so (semi displacement?) and don't want anything bigger than nine metres. The killer is the budget – around £30-40k. Any ideas please? **Bill McGonagle**

With your list of requirements and budget I would be looking at either the Jeanneau Merry Fisher 925 or Bénéteau Antares 9. Both have dependable semi-displacement hulls, solid single D4 Volvo Penta diesel engines and a fine reputation for reliable, cost efficient, year-round cruising boats.

Both have two cabins and deep, safe cockpits plus upper driving positions so you can helm outside if the weather is right or drive from the wheelhouse if it isn't.

Ones you're looking at will be around ten years old and still may a be a touch over budget, though I did find one in Jersey for £39k. The build quality is more functional than flash but these are solid boats. Jack Haines



Updating nav gear

It's much cheaper to change your dated nav gear (above) than buy an all new-boat (right)

My nav gear still works – does it need replacing regardless?

The last three years have seen a huge leap in user-friendly software and hardware so it may be worth it even if you usually follow the 'If it ain't broke, don't fix it' school of thought. Think how often you upgrade your phone!

Can I add a new chartplotter to my existing electronics?
You can usually integrate your existing instruments and autopilots into a new

instruments and autopilots into a new chartplotter but may need to replace older analogue radars with a digital one.

How often should I update the chart in my plotter?

Ideally every year but first it's worth asking your yacht club or marina whether there have been any significant changes in your local cruising area. Most software manufacturers offer a heavily discounted rate for updating charts – making it a handy annual stocking-filler!

What if my AIS stops working?

Make sure you haven't switched it on to silent mode then check the power breaker, the transceiver connection, the dedicated VHF antenna and the splitter. If the AIS is not receiving, an SWR (Standing Wave Ratio) check should show loss of resistance in the antenna or cabling, the mast base being a weak point where the cable may rub.

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Keeping things on the level

Humphree takes the zero-speed fins story a stage further with its new integrated trim and stabiliser system

Just when you thought that the gyro versus fins debate might finally reach closure, yet another new stabilising system is announced. This time it comes from Humphree, the manufacturer of high speed interceptors. This Swedish company has combined its existing interceptors with new zero-speed fins.

A cynic might argue that this development is not new, as it has always been possible to combine any of Humphree's five basic interceptor systems with another manufacturer's fins, or with a gyro instead. And doubtless those combinations would deliver a sophisticated boat control system. The big difference with

Humphree's system is that the myriad functions are all under the control of a single digital brain, not two noncommunicating electronic minds.

CLEAR LINES OF COMMUNICATION

With that integration in mind, I'd suggest two key points arise. Humphree's system includes as standard its CTOS function (Coordinated Turn Optimisation System). In my opinion, that is significant because it adds the final element of comfort and safety under way. CTOS provides what I call a 'gravitationally neutral' turn, that is, the angle of heel in a turn is controlled such that, whatever the boat's speed, your body is neither forced towards the outside of the bend, nor left to fall towards the inside of

MY TAKE: Once you've experienced how effective stabilisers can be you'll wonder how you ever coped without. The risk is that yards start using them to mask deficiencies rather than enhancing an already capable hull. Hugo

the turn. That constancy will also be relevant to all those G&Ts you've just lined up on the bar.

Secondly, this system is based around Humphree's top-end Active Ride Control. As such it incorporates automatic control (with manual override, naturally) of roll and the associated list induced by crosswinds or a static transverse trim. Potentially, I see this as one of its significant benefits; the ability of the interceptors at higher speeds to substantially reduce the current draw of the electric fin actuators/motors, which have a maximum rating of 80A.

Of course, modern boats are rarely short of power, but the less the

30 SECOND BRIEFING: STABILISER ROUND UP



With compact electric actuators and fins made partly from carbon fibre, Humphree claims its system is at least 25% lighter than the competition

generators and/or alternators need to feed the batteries the better.

Humphree's assertion that the system controls pitch, as well as roll and yaw, needs qualifying. Any fin system will reduce pitching to a degree simply because of the vertical damping effect of having a pair of immersed plates amidships, resisting being pulled up and down through the water.

However, I talked to Humphree's technical guru, and the company is not claiming that pitching in waves will, or even can, be eliminated. The pitch it refers to could be more suitably described as the bow-up, bow-down running trim, which the interceptors continuously optimise as fast as they can based on what the boatbuilder and/or owner has told the system is best. With under 1-second from fully-up to fully-down, that is extremely quickly, and it naturally has a damping effect on pitching in more general terms.

One question is why Humphree did not combine its interceptors with a gyro instead. The effect of Humphree's interceptors can be felt down to around 15 knots, but to exert their full degree of control normally requires 20 knots or more.

Likewise, although we all know how effective gyros are at zero speed, I've been on boats where their efficacy has started to tail off at speeds as low as 10 to 12 knots. So although it wouldn't always have been the case, combining Humphree's interceptors with gyros might have left some boats with an

uncomfortable control gap in the middle of the speed range.

QUICK AND EASY INSTALLATION

Humphree's new system allows us to raise two issues that we've not had the space to discuss with other stabiliser tests and reports (see 30 second briefing for a round up, right); namely noise and the electric versus hydraulic question.

Describing its 24V DC electric actuators/motors as 'ultra fast' implies some sort of speed-of-response advantage, but frankly the hydraulic fin systems I've tested have been so brilliant anyway that I reckon this is an irrelevance. More pertinent is probably how the boatbuilders perceive the installation advantages of being able to

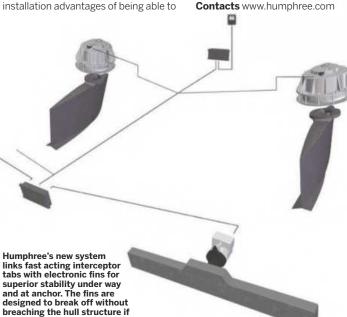
they hit something solid

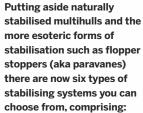
dispense with a hydraulic system and simply run (albeit chunky) 80A power cables and tiny control wires. And notwithstanding the varying sizes of different actuators (hydraulic and electric), it is likely that an all-electric retrofit would be easier than a hydraulic one. But it will vary considerably between boats.

As for the ability to run Humphree's fully 24V DC system without help of the generator (as Seakeeper's new 3DC can) that is a varying benefit. Under way, generator and alternator noise would normally be swamped by the engines, so no big deal. Anchored in a quiet bay, it would be great to run silently from the batteries alone. But when that anchored use is extended to the high current draw situation that zero-speed overnight operation would entail, who knows whether a typical battery bank would cope?

Noise is an issue to which there seems to be no definitive answer. I've heard owners of both electric and hydraulic systems claim that their system is the quieter one. This suggests that much has to do with the particular installation. I've recorded hugely different sound levels on similar boats powered by identical engines. Sometimes it's been obvious that sound insulation was the key, but structure borne noise can be a big factor, and that can be an elusive thing.

Hopefully we might be able to answer some of these unresolved questions soon, as Humphree hopes to have a big cruiser for us to test towards the end of this year. Watch this space.





- **Gyros** Now available for boats as small as 30ft (e.g. Seakeeper 3DC, *MBY* September 2015) gyros are terrific when the boat is at rest. No external drag, but their effectiveness typically reduces at higher speeds;
- Conventional fins These provide stabilisation under way but not at rest. Available with hydraulic actuators but also with smaller and lighter electric motors:
- Zero-speed fins Also electric (e.g. CMC fins, MBY March 2013) and hydraulic, these larger fins waggle rapidly to provide a boat with stability at rest as well as under way. Zero-speed fins are ultimately likely to eliminate conventional fins;
- **DMS AntiRoll** When the boat is at rest, DMS's high aspect zerospeed fins (*MBY* February 2014) flap like bird wings instead of waggling around their shafts as other fins do, so they should be more efficient;
- RotorSwing The oddball of the stabiliser world (MBY August 2015) these spinning shafts (see picture above) appeal particularly to users of shallow inland waterways because they can be folded flush with the hull:
- Humphree The latest system reviewed here which combines the full attitude control of Humphree's top interceptor system (Active ride + CTOS co-ordinated turn) with electric zero-speed fins.

TAKING A BEARING

MEL BARTLETT: Junk in charge

One of the drawers in our kitchen got jammed. It's happened many times before, when one of the knife handles rises up from the cutlery tray and jams against the framework of the carcass. Sorting it out is a simple matter of sliding a ruler into the drawer, to press the upstart back into its place. But this time, that quick-fix didn't work.

I poked a phone into the barelyopen drawer to snatch a photo of whatever was going on inside, but the situation looked absolutely normal – or at least as normal as a photograph of the inside of a closed kitchen drawer ever can!

It was only when I dismantled most of the unit that I discovered the cause of the problem. It seems that one of the kids – having failed to open the drawer by the usual gentle-pull-on-the-handle technique – had resorted to brute force. It's a trick they've picked up from my own mum, who sailed through life leaving a trail of broken tin openers, toasters and ironing boards bobbing in her wake.

Anyway, this time, Child A had tried so hard that the point of the upstart knife had been driven right through the cutlery tray and deep into the back of the drawer.

In marine parlance, this would only be what the MAIB might describe as a 'contributory factor'. It

made matters worse, but it wasn't what had caused the problem in the first place. The 'primary cause' was a three-inch sliver of razor-sharp stainless steel with a little handle on one end, and something like a mini corkscrew on the other.

It was a device for cutting carrots into spirals. I'm told that it will work on almost any firm fruit or vegetable, which must make it about a hundred times more useful. But a hundred times zero is still zero. The contraption is still utterly useless. The only time it was ever used for cutting anything into a spiral was when one of the kids wasted a carrot by proving that it could, and the only noticeable difference it has made to our lives is when it successfully conspired with a crop of non-functioning tin openers and odd chopsticks to lift the handle of a knife far enough to jam the cutlery drawer shut.

So when, in the outer reaches of the Boat Show, some silver-tongued salesman tries to talk you into buying a vegetable carving tool, a left-handed screwdriver, a thing to 'save you the trouble' of tying knots, or any other such useless gadget, remember what happened inside my cutlery drawer.

Junk in a kitchen drawer is just annoying. On a boat, it's positively dangerous.





All-seeing eye

Simrad promises the best of both radar worlds

There are two types of radar transmission, conventional pulse radar and broadband radar. The former is the traditional type that beams out an electronic pulse at a staggering 162,000nm per second then 'listens' for an echo and works out the distance and likely size of the obstacle from the timing and strength of the return.

The second type transmits a 'CHIRP' (Compressed High Intensity Radar Pulse) that, instead of being a single burst of energy, transmits signals over a frequency range. The result is a far more detailed and accurate depiction of whatever it 'sees'. It is particularly useful at very short range where the traditional type struggles to unscramble the returning signal accurately, but it lacks the sheer range of the former.

What Simrad has come up with on its Halo radar is the first high-performance solid state radar that incorporates pulse compression technology designed specifically for recreational boat owners. Operating at a relatively low power 25W (traditional radar is typically 6kW), it produces detailed imagery down to incredibly short ranges - down to 6m with a 4ft open array scanner (often a blind spot for traditional pulse radar). Yet at the other end of the spectrum the same scanner offers genuine 64nm range. It also avoids the warm-up time typically associated with pulse detection radar – up and running from powered off in about 20 seconds and instant from standby mode.

To take full advantage of this, the Simrad NSS Evo2 flatscreen display can be split into dual ranges, allowing both very close range detection and a long-range overview simultaneously.

The increased definition and advanced target separation allows a few clever tricks to be offered. Up to ten

separate targets can be tracked simultaneously (20 in dual range mode, ten per screen) and there's a bird flock monitoring mode (very handy for fishing). There's even a rain tracking mode so you can follow rain squalls in your vicinity – I could have used that a couple of times this year!

There's also a 'high speed' mode whereby you can kick the scanner speed up to 48rpm for much faster display updates, one of five modes to choose from which cover most situations, or you can programme your own optimum set-up for fast retrieval.

I tried one on Lake Constance fitted to a Galeon 325HTS. With no flock of birds to track and fortunately no rain squalls to avoid at first it was hard to see any great advantage over regular radar while out on the lake. Where the system came into its own was in close quarters work - heading into the River Rhein, the system gave a very accurate account of the nearby land, closely mirroring the chartplotter display. The ability to pick up small objects such as mooring buoys (and even the boat's wash at speed) was also impressive. Under normal conditions you probably wouldn't see much advantage, but at night or in thick fog the extra short-range sensitivity would be most welcome.

Contact www.simrad-yachting.com



Halo - a first for recreational boat owners

Put a spring in your trim

New trim tabs from Smart Tabs use gas springs to angle themselves

Smart Tabs SX are the latest addition to the Smart Tabs range and designed to be fitted to planing boats between 14-20ft with power outputs from 40hp to 225hp

Made from rust-free composites (and available in white as well as black), they're a passive trim tab system that uses water pressure against the tabs to

hinge against a nitrogen gas actuator (effectively a gas spring).

So at low speeds the tabs are right down, helping the boat on to the plane, reducing planing speeds and keeping the bow down. As speed increases (and the need for increased lift aft reduces) the water pressure gradually forces the tabs flatter to the running surface of the boat the faster you go.

The downside is that you can't adjust the tabs from the helm independently, so they can't be used to correct lateral tilt caused by uneven loading or a strong beam-on wind.

Likewise, you have no fore/aft trim adjustment from the helm (although five preset drilled locating points for the rams mean that you can fine tune them to your boat when stationary)

However if your boat struggles to get on the plane, 'porpoises' (a constant exaggerated nodding motion at speed in calm water), or rides bow high at low to medium speeds then these are certainly worth a try.

The manufacturer is so confident of the benefits that it is offering a money-back guarantee if they fail to improve the performance of any planing powerboat.

Ultimately they won't replace fully controllable trim tabs, but they do offer a cheaper and far easier to install solution for smaller boats and retail at £132.99 inc VAT.

Contact www.nauticusinc.com



AIS View

Most AIS apps are little more than toys; they rely on AIS data received via the internet - so

are unreliable at sea and out of date even if you can get it. But, as you'd expect from Digital Yacht, AISView is a far more serious bit of kit.

It relies on a proper, on-board AIS receiver and either an on-board Wi-Fi network or an NMEA-USB converter - both of which will add significantly to the cost if you haven't already got them. But what it offers is a full-featured AIS display, showing AIS contacts on a background Google map, or a simple 'radar-like' display. It will sound an alarm if any target is likely to get dangerously close, and a single tap on any target will reveal a drop-down list giving its identity, heading, and CPA. Compatible with any Android tablet or smartphone with GPS £6.49 from Google Play



AND YOU THOUGHT YOUR BOAT WAS SPECIAL

What is it?

If there's a lake on the Death Starthen this is what Darth Vader's personal boat must look like. Engineered and built in Italy by Sea Engineering Group with interior and exterior design by Valerio Rivellini, it fuses hints of WallyPower with shades of stealth bomber to create a minimalist form that will turn heads at 100 paces.

What's it built of?

Composite materials - resin-infused fibreglass to you and me.

What'll it do mister?

38 knots apparently, with a cruise speed of 30 thanks to a pair of Volvo Penta IPS600 engines.

What's downstairs?

Fairly conventional if beautifully finished, the Evo 43 has a dinette forward and a double berthed mid cabin. The 'floating' illuminated perspex steps are a neat touch, as is the teak dinette sole that rises to become a table.

How about on deck?

The super-minimalist sweep of teak that makes up the helm station is stunning - minimalist chic at its best. Aft of that is an L-shaped dinette opposite a streamlined sideboard and then a flat deck with three sunloungers that morph from the floor like the sunbeds on the bow of a Bénéteau MC6.

It all sounds pretty cool, but what makes it really special?

Ah, you'll be needing the digital control panel to discover that. Touch a button and the bulwarks extend outwards in 30 seconds, increasing usable space by 40% to create your own 25m² pied dans l'eau. Add a huge bathing platform that can be lifted and turned into a diving platform,

lowered or extended on its 270° mechanical arm and you have an aquatic transformer on your hands. Or more precisely in your hand, as you can control the whole thing via an iPhone app for extra kudos.

OK, I'm sold. How much? Just €615,000.

Contact www.evoyachts.com



Optical tricks

Garmin's Panoptix now offers through-hull sonar vision

Garmin has made its Panoptix 'all-seeing' sonar available to medium and large sized boats by offering a through-hull transducer.

It's almost a year now, since Garmin introduced an impressive new scanning sonar called Panoptix. By using a phased array transducer, the Panoptix sonar produces a 'steerable' beam, which can scan the water and seabed around the boat. At first glance, it looked like a head-on competitor for Simrad's ForwardScan launched at the same time.

But Garmin chose to aim Panoptix squarely at the small-boat market, by producing transducers that could be transom-mounted or clamped to an electric 'trolling motor'. Now the company has broadened the appeal of Panoptix by offering a through-hull transducer, making it a practical proposition for larger boats with inboard or outdrive engines.

The through-hull version doesn't offer the forward-scanning option that is available with the original Panoptix transducers, but it still has three distinct operating modes:



Panoptix will now appeal to larger boats with inboard or outdrive engines

LiveVü Down, RealVü 3D Down, and RealVü 3D Historical.

LiveVü Down produces real-time images of a wide side-to-side swath below the boat and out to each side, and allows the user to steer the beam to look up to 45° ahead or astern.

RealVü 3D Down automates the forward-looking and backward-looking

function, and uses the data to build up a 3D image of a roughly oval patch of seabed. The size of the patch varies depending on the depth of water, but in 10m of water, for instance, it is about 20m front-to-back and about 35m across. At the maximum range – nominally 91m (300ft) – the oval patch will be nearly ten times as big.

RealVü Historical records sonar data as the boat moves, building up a 3D representation of where you've been.

At a list price of £3,079.99 the Panoptix PS60 thru-hull transducer is not a cheap add-on, but for those with a serious interest in the underwater world, such as divers and anglers, it's certainly worth a look.

Contact www.garmin.com/panoptix

Powerful looks

Better fuel economy and sleek looks from MTU

MTU (owned by Rolls Royce Holdings) has launched its latest engine, the new Series 2000 version of its M96. In 12- or 16-cylinder versions ranging from 1,268 to 1,939kW and driving through a ZF gearbox, MTU claims stronger acceleration and improved fuel economy are the primary benefits for its new motor.

But away from the noisy oily bits, there have been some interesting developments in MTU bridge controls. MTU has enlisted the services of design guru Pininfarina to come up with fabulously sleek and stylish engine controls and digital touch displays as well as traditional analogue gauges. MTU says that these new bridge systems, available from spring 2016, 'enable builders to maintain a modular system while offering clients a stylish control-stand concept', translated as easy to fit for the builder and look great for the customer.

Contact www.mtu-online.com





Finishing touches

Just what you need to set your boat apart

What do you buy the motor boat that has everything? How about a carbon fibre ensign staff, as I'm betting it hasn't got one of these. Made by Carbon Weezel in Southampton, this 100% carbon fibre ensign staff is made from crystal-clear UV stable resins using compression moulding and wet lay techniques.

It is UV and moisture resistant so it won't go cloudy or white, Carbon Weezel tells me. Not cheap, they cost between £400 and £750 depending on size and specification, but it's secured by a locking pin so you won't lose it overboard (plus it ensures that the finial – the bit on the top and my new word of the day – is always pointing the right way). And it's even aerodynamically profiled so will no doubt pay for itself in reduced drag fuel savings – eventually! What finer gift could you possibly find for the one you love (or better 'Man Maths' justification for buying one)?

Contact www.carbonweezel.co.uk











Inspired Aquastar Motor Yachts, meticulously designed and built, evolution taking a pace forward, using our renowned pedigree as a foundation.

New models – the New Aquastar 430' has outstanding reviews on design and build, see the video on our website. The latest development is the New Aquastar 49' please contact us for details.

We are best placed to provide you with an outstanding stabilized motor yacht. Seaworthiness a byword of the mark. Competitive, plus ongoing service and backup from a friendly team.

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Breaking news visit our website for details of the New Aquastar 75'

AquaStar 75' Timeless Elegance. Bespoke Boatbuilding. Built to your style and layout. Orders being taken for 2016 build.









JP-Australia Inflatable SUP board

C Holidays just got a whole lot more fun with this inflatable stand-up paddle board. Good in flat water, rough conditions or down winders, it can easily be deflated and stored on board and will make someone very happy on December 25.

www.kingofwatersports.com

Finisterre Millook Crew jumper £95

♠ Boaters will be thankful for this deliciously warm fisherman's jumper come Christmas Day. It's ideal for the chilly weather and fits well under a waterproof. The surprisingly soft merino wool yarn features stylish ribbed cuffs, hem and neck. Available in seasonal port or granite.

www.finisterreuk.com



Musto Evolution Primaloft gloves £49.99

Numb fingers are a thing of the past thanks to these wind and showerproof gloves with Primaloft wadding, which are extra tough thanks to reinforced palms and fingers. No need to put your smartphone away either as the magic finger technology is compatible with touchscreens. www.musto.com



Volt Metro folding electric bike From £1,149

One of the best parts of discovering a new port of call is exploring it properly, something you won't have trouble doing on this electric bike from Volt. Whenever that steep hill threatens to get the better of you, simply turn on the power assist for an extra push. It's super lightweight, coming in at just 18.5kg, and is easily folded and stowed on board. www.electric-bike-store.co.uk



CHRISTMAS GIFTS







Elliot Brown Bloxworth watch £450

© Elliot Brown is the king of marine timepieces and this elegant Bloxworth design is no exception to his work. Shockand water-resistant, it has a five-year battery life and a blue canvas strap lined with supple Nubuck. Go on, spoil someone.

www.elliotbrownwatches.com

The Marine sweater £175

Smart enough for the yacht club yet practical enough for the coldest of cruises, this chunky cable knit sweater is made from 100% British wool. Snug fitting long ribbed cuffs make layering a jacket over the top simple. It's available in navy, ecru or grey.

www.northseaclothing.co.uk

Gill Compact cargo bag £49

Make sure the first cruise of the season is a stylish affair with the latest luggage range from Gill. This 40l cargo bag offers ventilated compartments, zipped sections for wet kit and is the perfect size to carry up to the clubhouse.

www.gillmarine.com



Bungee Spongee £6.99

→ The latest nautical accessory is the bungee spongee. Never lose a sponge while cleaning again with this genius clipped cord design. A bail-out version is also available.

www.bungee-spongee.com



Water World £35

This book of landscape photography by Mike Jones is an unashamedly glamorous coffee table affair and is a joy to flick through. Diverse images shot from around the world feature, the only common theme being water. Be sure to find the dramatic ten pages of images shot in Iceland, where the sure to find the dramatic ten pages of images shot in Iceland, where the sure to find the dramatic ten pages of images shot in Iceland, where the sure to find the dramatic ten pages of images shot in Iceland, where the sure that t

dramatic ten pages of images shot in Iceland, which capture the unusual quality of light. **www.nauticalia.com**



Lifeproof Fre for iPhone 5/5s

£69.99

One of the best phone cases on the market, the Lifeproof Fre will protect your handset from dirt, snow, scratches, drops and even water. It promises to be waterproof up to two metres, which is nicely reassuring when you're around as much water as we are.

www.lifeproof.co.uk

DJI Phantom 3 drone £899

Surely the king of presents for boating fanatics is the Phantom 3 advanced drone. With a crystal-clear 12MP camera, live HD view and intuitive flight controls, you can be your own director and watch yourself owning those waves. Most importantly, you can edit the video feed on the smartphone app to make sure your story is picture perfect. Prepare to be in someone's good books if you gift them this. www.dji.com



XSories Nomadic Cinema From £329.99

Watch movies under the stars with this pocket-size projector and tripod. Simply set it up on your boat's flybridge, rig up a temporary screen and you can enjoy your very own outdoor cinema experience. It plays off a Micro SD card or a USB thumbdrive and has a maximum projection width of 3.2 metres. The more advanced X-Project Wi-Fi runs Android OS and features full wireless connectivity, allowing you to stream television and movies as well as your own videos. www.xsories.eu

Fugoo Tough bluetooth speaker

A wireless speaker that can survive anything from being doused with water to knocks and scrapes should be perfect for boating. The Fugoo Tough has an astounding 40 hours of battery life and sounds remarkably crisp and punchy for something so small. Sling it in your tender's grab bag for the ultimate beach party.

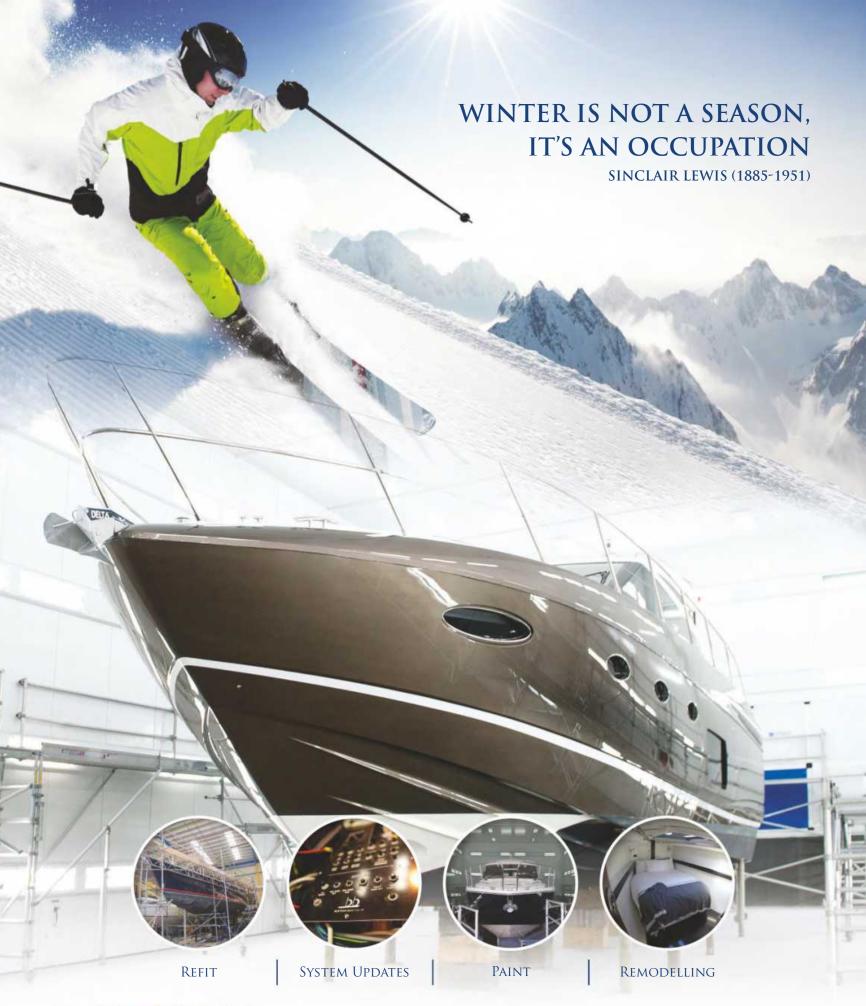
www.amazon.co.uk



Hydro Flask£24

Give your loved ones the gift of a Christmas cuppa! This 620ml flask in festive red will keep hot drinks steaming for six hours and cold drinks chilled for 24 hours. www.

hydroflask.com



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DURBOATS

Top tips from real boat owners in the MBY fleet

MBY'SFLEET

NORDHAVN 46

ENVOY LAURIE CRANFIELD, the Med

AQUASTAR EXPLORER 67

BOB THOMAS, Port Solent, UK

PRESTIGE 500S

BREAKING BAD

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HARRY METCALFE, Port Saint Jean, France

BAVARIA VIRTESS 42 COUPE

SOLENT BEAUTY

Quay Marina, UK

GREENLINE 33

SOLAR WAVE

DAVID ALLEN, Rossiters Ouav, UK







NORDHAVN 46

Size up Sicily

Italy's largest island is everything our explorers wished for, and much more

We've often read that Sicily is endowed with a unique blend of European, Middle-Fastern and North African culture and we're dying to see it for ourselves. Settled since about 735BC and invaded successively by Greeks, Romans, Arabs, Normans and Spanish, its tumultuous history makes it a fascinating cruising destination for culture vultures like us.

As we cruise across a glassy calm sea leaving the toe of Italy's boot astern and entering the Strait of Messina, Sicily gradually emerges from the hazy horizon and we soon spot the dominating snow-covered peak of Europe's tallest volcano, Mt Etna.

We plan to spend about four months exploring this largest of the Mediterranean islands (roughly the size of Wales), and our arrival proves more dramatic than expected. We notice an approaching squall and soon encounter 30 knot winds and steep breaking seas, an indication of the conditions we'll soon find to be quite common here.

For the first few days we anchor off the town of Giardini Naxos, below the enchanting hilltop medieval village of Taormina - playground of the rich and famous where narrow cobbled streets are now lined with expensive shops and trendy cafes. Enterprising street hawkers amuse us when they quickly replace sun hats with umbrellas during a passing shower.

With Envoy safely berthed in a marina at Catania we take a tour of Mt Ftna with our passionate driver Sebastiano showing us the mountain villages, vineyards, olive groves and orchards set among the fertile volcanic soils. It's too dangerous to visit the 3.323 metre summit, but we reach 2,000 metres, where despite the sunny day it's a chilly 5°C. Mt Etna's slopes are home to a quarter of Sicily's five million plus population and her changing moods have had a big impact; a violent eruption with a milewide lava stream largely destroyed Catania in 1669, and there are still about 25 eruptions each year with some resulting in loss of life and property damage.

A MARKET TO TOP ALL OTHERS

Catania's La Pescheria is the most exciting market we've ever visited - a gastronomic delight where locals treat shopping as a pleasure, not a chore. Mayhem assaults our senses - the bellowing of vendors advertising their wares; the chopping of fish fillets; the chink of ice and splashes of water cast over fish to keep them glistening and moist; the angry yell of an accidentallysplashed elderly lady dressed in traditional black; the good-natured bargaining between sellers and buyers; the aroma of dozens of fish varieties, fresh breads, cheeses and cured meats; live octopuses slithering across



the stalls; a kaleidoscope of colours set in an atmospheric spider's web of cobbled lanes straight from a movie set. We see so many varieties of fish including some large tuna and swordfish that we wonder why our fishing has been so unsuccessful.

Next stop is Syracuse, a major city by the 4th century BC, and once one of the most powerful in the Med. Archimedes was born here in 287BC, and lived until he was accidentally killed during a Roman invasion. Syracuse's Grand Harbour is sheltered in most conditions and an ideal base to explore Ortygia Island's magnificent Old Town and cathedrals.

We cruise past Cape Passero to the south coast's Porto Empedocle from where it's only a short bus ride to the Valley of the Temples. During the 6th to 4th centuries BC five Doric temples were built here close to the ancient city of Akragas. We're particularly impressed by the Temple of Concord built about 430BC and converted to a Christian Basilica during the 6th century, which explains its remarkable appearance.

We plan to spend several weeks exploring the Egadi Islands off Sicily's north-west coast and head to the largest, Favignana Island, about five miles long and roughly the shape of a butterfly. On its southern coast we find a delightful anchorage called Lido Burrone where several small sandy coves with crystal-clear water lie between rocky headlands and the imposing fortress of Santa Caterina towers 300 metres above.





The Egadis are a marine park with restricted access for boats, but moorings are available in many sheltered bays and friendly staff and Carabaneiri regularly patrol the islands to collect fees and ensure visitors observe park rules.

We cruise to Marettimo Island and berth in a small marina as there's no sheltered anchorage in the prevailing wind. Here we dine at the stunning La Scalatta restaurant overlooking the marina and made famous after a review from Jamie Oliver. There's no menu and chef Giovanni serves whatever delicious fare he feels like conjuring up on the day, with a heavy fresh seafood bias. He serves us a six-course treat of bruschetta, clam chowder, grilled tuna, prawn risotto, mixed grilled fish and lemon cassata, of course washed down with copious local wine. Sicily produces some great

wines and a favourite is Nero d'Avola with its famed plum and pepper flavours. Here we discover another mouth-watering local treat - cannoli, fried pastry tubes stuffed with sweetened ricotta cheese.

IN THE LIE OF THE GOD OF LOVE

Nearby on Sicily's west coast, Trapani Harbour offers safe shelter from the strong winds that sometimes lash the Egadi Islands. A must-visit is the fabulous medieval walled village of Erice, set atop Monte San Giuliano, 756 metres above Trapani and accessed by cable cars providing fabulous vistas for miles around the surrounding landscape. Here we listen to an enthusiastic busker outside the Norman Castello di Venere, built upon the ruins of the Temple of Venus once famed for the ancient Cult of Venus in which acolytes took part in

sacred prostitution.

The marina at Castellamare del Golfo proves an ideal base for exploration by rental car and we visit the notoriously

bustling litter-strewn streets of Palermo. A unique attraction is the ghoulish Catacombs of the Capuchins where thousands of mummified bodies dating from the 1600s to 1800s are displayed in a gloomy dim labyrinth of underground passages. The bodies of men, women and children are still reasonably intact dressed in clothing from that period, but it's all very macabre and we agree the bodies look like props from Michael Jackson's Thriller.

The village of Cefalu is one of Sicily's gems and our picturesque anchorage is over-looked by La Rocca (The Rock), 278 metres high and topped with the ruins of a 13^{th} century castle. We are almost spoiled by having wandered the cobbled streets of so many medieval old towns, but Cefalu reminds us they each offer something unique.

Next stop is the Aeolian Islands, a group of seven stunning still-active volcanic cones about 15 miles off Sicily's central north coast. At Isole

way back to Envoy we're joined by a pod of frolicking dolphins rounding off a perfect day.

Near the island's main village is a large geothermal mud pool said to have therapeutic healing powers, and there's no shortage of tourists frolicking in the mud and putting this theory to the test in various states of undress. First settled 6,000 years ago Lipari is the main Aeolian Island and we find plenty to explore ranging from the impressive and largely intact hilltop fortress to the narrow cobblestone streets of the Old Town and the glorious west coast beaches.

After a 15 week circumnavigation we're back in the Strait of Messina. Conditions are calm but the Strait is a major shipping lane with swirling currents and whirlpools making an extra sharp lookout essential.

From the litter-strewn streets of Palermo to the pristine sandy beaches of the Aeolian Islands and from the awe-inspiring ruins of ancient Greek cruising destinations and we will be





There's more to owning a Duchy than simply having a beautiful craft

There are many joys associated with owning *Alchemy*, our Duchy 27, and these have been apparent ever since we ordered her on the spot from Cockwells at the London boat show several years ago (*MBY* November 2012). From the moment we first met Dave Cockwell we had the feeling that we were buying into a private members club.

He takes pride in saying that he isn't looking to build large numbers of boats; his goal is to make a smaller quantity of very high quality craft for people to love and cherish. In his view, the people who buy his boats aren't just customers, they are members of the extended Cockwells family.

We also like the fact that there are no obvious compromises with the Duchy range of classically styled boats. They offer all the benefits of a modern GRP hull but with the flexibility to customise key elements of the interior to fit each customer's needs. Traditional shipwrights then apply their skills to ensure a beautifully crafted product.

We were delighted to discover that



this personalised attention to detail in the boats it builds also extends to the relationships with its clients during the entire purchase, build and after sales process.

In addition to every boat being customised to ensure each client has exactly what they are looking for, the services on offer are also tailored to meet individual needs. Training for those who are new to boating can be organised and Cockwells can look after the service and maintenance of your boat, which we took advantage of at the end of our first season.

ABOVE AND BEYOND

Although the Duchy is technically a production boat and ours was the second it had built, the process felt like a completely bespoke project for us. Every one of our individual requests were met, from custom-made Cornish crockery to the design of a canopy with full standing headroom.

We quickly learned that Cockwells provides each customer with a personal service, readily available by phone and responsive to emails. The attention to detail and amount of time that Dave Cockwell personally dedicates to each client is extraordinary given the starting price point for one of these gems is

£144,000 including VAT. This high level of customer service was amply demonstrated when Dave accompanied my husband Peter on the delivery trip from Cockwells' boatyard in Mylor Creek, Falmouth to our mooring in Yarmouth.

The follow-on service is also second to none. After we experienced difficulty manoeuvring our boat into and out of our berth in the notoriously difficult Yarmouth Harbour, Cockwells retrofitted a stern thruster for us (MBY November 2013). And we never need worry about replacement parts or items we need for servicing – they're simply posted to us as required.

We genuinely feel part of a privileged elite group of 11 people who now own a Duchy 27. Virtually every time we take *Alchemy* for a cruise we catch admiring looks and receive effusive comments from bystanders, including many sailors who don't ordinarily like powerboats!

The icing on the cake is, as Duchy owners, we have access to special events organised by Cockwells, such as a recent rally and lunch held at the Royal Southampton Yacht Club at Gins Farm on the Beaulieu River. Four Duchy boats and 17 people participated in the event. It was great fun meeting some of the other Duchy boat owners and a

Virtually every time we take Alchemy for a cruise we catch admiring looks and receive effusive comments from bystanders, including many sailors



wonderful opportunity to have a peek at how people have customised their boats. Each boat has its own unique twist, ranging from one with a bold tomato red hull colour choice to another with custom-made creative seating over the engine cover. It was a brilliant opportunity to chat over a glass of wine with like-minded boat owners who all feel honoured to own one of these beautiful boats.

It was a brilliant day with Dave
Cockwell kicking the event off with a
champagne toast on the pontoon at
Gins Farm after the participants leant
a helping hand to each boat as they
came in to moor. The Royal
Southampton Yacht Club looked after
us really well by providing berths.

Following the toast we were treated to a three-course lunch overlooking the picturesque Beaulieu River. The event concluded back on the pontoon with a gift presentation from Dave and a bit more champagne – it was an extremely enjoyable day. We have been told that Cockwells is keen to provide more opportunities for its owners to be brought together following the success of the rally, and Peter and I would certainly welcome that. **Phyllis Rock**







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What to look for aboard the best used boats



Our Market Expert Chris Jefferies Email: chris.jefferies@timeinc.com

2001-PRESENT, FROM £139,000

Stevens 1180S

A generously proportioned Dutch steel boat for those who prioritise comfort

ost Dutch steel boats are the polar opposite of a massproduced GRP cruiser and the Stevens 1180S is no exception. Built in low volumes by the Smelne yard in Drachten on a semi-

custom basis, the 1180S is a

displacement boat that champions comfort and space over speed.

Launched in 2001, the 1180S was part of a range of Stevens motor yachts with the suffix -80, which denotes that its beam was 1ft wider than the outgoing 1140 range.

A grand total of 63 hulls have been built over the past 14 years, and 29 of

them have made their way over to the UK, initially through Boat Showrooms and then via Karl Farrant Marine, who has been Smelne's primary importer since 2007. However, the history of Smelne dates back to the 1970s and its models have been imported to the UK since the 1980s, so rest assured this is a yard with a fine track record.



















IBOUGHT ONE!

We bought Temptress, our Stevens

1180, in 2004 after she was featured in *Motor Boats Monthly*. We wanted to go back to steel, having previously owned a

 $Pedro\,36.\,We\,saw\,her\,at\,Windsor\,Race course\,Marina\,and\,bought\,her\,on\,sight.$

We've made quite a few upgrades, including adding LED lighting, GPS and an inverter, and replacing the curtains in the saloon with blinds. We also designed our own cockpit cover, which Smelne made up for us, and it turns that area into a mini conservatory.

Our boat is one of only three that Stevens made with twin engines and props, which makes the handling superb; you don't even need the bow thruster to turn it on its own length. Only once have we had to run her on one engine, when an exhaust got blocked, and it was amazingly easy to handle, it didn't drag at all.

We've been all the way down the Thames and over to the Medway, but never across the Channel, although we have friends through the (now defunct) Stevens Owners Club who have travelled to France in an 1180.

Even when we go tidal, it just ploughs through the water like a battleship. It's not as fast as some boats, but we wanted the comfort. It will do 14 knots, but generally in tidal waters we do about 10-12 knots. Fuel efficiency is very good, we only use about three quarters of a tank in a four-month season cruising the Thames. **Peter and Diane Brown**

Look past this slightly dated angular styling and you'll reap the rewards of a spacious and eminently practical liveaboard cruiser

Smelne's flexibility of design and construction means that no two models are identical, with the interior upholstery, wood panelling, lighting and even windows down to the original owner's discretion.

FUNCTION OVER FORM

The first thing you'll notice is that the exterior design is functional rather than flamboyant with barely a curve in sight, apart from the sweeping steps at the transom (a £3,500 optional extra), and even they serve a practical purpose.

However, look past this slightly dated angular styling and you'll reap the rewards of a spacious, hard-wearing and eminently practical liveaboard cruiser. The smart and conservatively styled saloon boasts plenty of headroom, acres of teak panelling, vast windows and a large C-shaped settee

to starboard with seating space for six.

The broad beam means that there is enough room left for an optional two-person seat on the port side and a clever convertible table that can be raised up on lockable hinges for dining or folded down to knee-height to serve coffee. A more traditional folding leaf table was offered as an alternative.

However the star of the show is the aft cabin. Owners get a queen-sized double with plenty of room to get out of bed on both sides, along with a plethora of lockers, including gas-strut assisted access to a huge storage bin underneath the bed. The practical mentality can also be seen in the choice of a split heads compartment – the shower is situated to starboard and is ensuite to the owner's cabin, with a folding glass panel that serves as a splashback to protect the wooden door.

DATA FILE

Model Stevens 1180 Type Aft-cabin cruiser In build 2001 to Present

Designer Bes Yacht Design

Hull type Displacement RCD category B for 6 people

Current value From £139,000

Length overall 39ft 5in (12.05m)

Beam 12ft 6in (3.81m)

Draught 3ft 6in (1.07m)

Displacement 13.1 tonnes light

Fuel capacity

99 imp gal (450 litres)

Water capacity 99 imp gal (450 litres)

Performance 9 knots with single 135hp Perkins Sabre engine

Cruising range 224 miles at 7 knots with 20% reserve.

THE COSTS

Servicing (inc labour & VAT)

Twin 100hp Volvo Penta £768.00 shaftdrive engines

Replacement parts (inc VAT)

£452.00 Raw water pump £78.00 each Injectors Oil cooler £1,117.00 Starter motor £344.00 £270.00 Alternator

SURVEYOR SAYS

Not all surveyors have steel accreditation, so buyers should take care appointing a qualified surveyor. The condition of the paintwork should be a major consideration and the whole of the external hull should be checked for paint failure and corrosion.

Permanently wet or damp inner bilges should be dried out and carefully assessed. Careful attention should also be paid to battery storage areas, which can harbour rust.

Any damage repairs should have been cut and seam welded rather than over plated, and while the overall quality of the welds need consideration, they should give little concern on a high-quality build such as this Stevens.

Tony McGrail, Yacht Surveyor Web www.superyachtsurveys.com

To protect this boat with Coppercoat multiseason antifoul would cost £980 (ex VAT)



The toilet is over on the port side, with double-door access so that it can also be used as a day heads. The only thing to criticise here is the slightly stingy lighting, with just a solitary spotlight to illuminate the heads.

However, the designers have done a great job of making the main cabin area as bright and welcoming as possible, with twin glass escape hatches aft, two long thin portholes on either side and two large mirrors to add to the overall feeling of space. Headroom is ample at 6ft 3in throughout the cabin, but don't let that lull you into a false sense of security, as anyone taller than 6ft will still need to duck to negotiate the stairs up into the saloon and again for the companionway steps leading out into the cockpit.

VIEW FROM THE BRIDGE

Skippers are well catered for at the upper helm, which was available with either a bench helm seat or two swivelling bucket seats. Despite the additional storage provided by the former, the latter proved more popular as the twin seats allow the navigator to step in and out without disturbing the skipper. All the essential controls fall easily to hand, but you will need to stand to programme the chartplotter, which is angled forward and mounted in a carbon fibre frame to reduce glare. For those who like to use paper charts as well, there's a large flat surface to starboard where you can lay them out.

This driving position benefits from excellent all-round visibility, even with the canopy up. The S in the name refers to this model's integrated spray hood



which covers the helm, but most of the examples imported to the UK went one step further, with a full cockpit cover enabling this outside space to be used regardless of the weather.

Storage space for deck gear is provided underneath the aft bench in lieu of a lazarette, and there is a handy transom gate to prevent children from venturing too close to the business end of the boat. Speaking of crew safety, the wide, non-slip side decks, 8in toerails, and high 29in guardrails

make moving around the deck effortless and reassuringly secure.

ENGINE OPTIONS APLENTY

Smelne's flexible approach to engine installations meant a wide range of power options were available, ranging from single 135hp diesels to twin 228hp lumps. Most British import models came with the single 135hp Perkins Sabre unit, which was sufficient for inland waterways use, but a handful of 1180s were fitted with

MY TAKE The low depreciation levels of this sturdy steel craft speaks volumes about its ongoing durability and desirability. As an alternative to a weekend cottage but with the option to explore further afield, it makes a lot of sense. Hugo





twin 100hp Volvo Penta TAMD315s or twin 114hp Vetus Deutz, mainly for those who wanted the reassurance and greater maonouevrability of twins for coastal passage-making.

The result is a top speed that varies from 9 knots to 14 knots – hardly breakneck stuff, but more than enough for overcoming a stubborn tide or even crossing the Channel, should you want to explore the waterways of France and Holland. Wherever you go, you can be confident of a cosy night's sleep, thanks to the Eberspächer heating and 12mm thick insulation (a combination of plywood and cork, to combat condensation), although double glazing was a cost option.

In terms of handling, it is very much the same theme of comfort over speed, with the 1180S making stately progress in most conditions. The chunky strengthening frames that run laterally along the bilge at 50cm intervals make for exceptional rigidity, whether you're braving coastal waters in a Force 8, or pottering along the inland waterways,

where the hydraulic folding radar arch comes in particularly handy for squeezing under low bridges.

Our former sister publication Motor Boats Monthly took a test drive of the Stevens 1180 in August 2002 and concluded: "She is a stable, easily directed craft with impeccable closequarters manners. A boat that feels liveable aboard, whether that be for a week or a year."

When the time comes to access the engine bay beneath the saloon floor, a juggling act involving 18 cushions is required, but once you have gained access to the actual work space, there is more than enough room to carry out daily checks.

Smelne fitted a crawl-in hatch underneath the central companionway stairs to access the stern gland and gearbox on single-engined models, but this is of limited practical use on the twin-engined model we inspected.

Meanwhile, access to the electric systems is provided overhead through a chunky wood-panelled cabinet.

BE OUR GUEST

Moving forward and the guest cabin is another strong point of this model's design, with plenty of headroom (6ft 3in to be precise), an overhead hatch, and four portholes to maximise light and ventilation. Storage is taken care of by a hanging wardrobe, fiddled lockers and a linen drawer beneath the bed.

There is even room for a compact ensuite to port, complete with toilet, sink and a telescopic mixer tap that can double up as a showerhead. The window in here doesn't open, so you need to use the overhead hatch for ventilation.

Meanwhile in the galley, the designers have struck a fine balance between eye-level storage and preparation space. What's more, the chunky wooden fiddled edges, stainless steel basin and hardwearing granite-effect work surfaces show that no compromise has been made in terms of raw materials.

A knee-height fridge-freezer was fitted as standard on the 1180S, but for those who wanted more cold storage, a second fridge was offered as an optional extra in place of the portside larder cabinet. On the other hand, if seating space was the main priority, then buyers could do away with the guest heads and storage space in favour of a lower level dinette.

Indeed, the sheer number of optional extras means that the price differs quite dramatically from hull to hull on the used market. The wide range of cost extras, such as a larger 5.4kVA Fischer Panda generator, stern thruster, double glazing, saloon drinks fridge and even a lower helm station, meant that the launch price varied from £200,000 up to as much as £300,000.

RIVALS

Linssen Grand Sturdy 380

The big name in Dutch aft-cabin cruisers, the Linssen is available with Vetus or Volvo engines, and a 2008 version can be had for £180,000.



Privateer 11.5 Vlet

Powered by a 130hp Volvo engine, the alternative from Privateer boasts plenty of headroom throughout and a 2004 version is on the market for under £170,000.



Aguanaut 1150

Powered by a 135hp Perkins Sabre, a 2003 Aquanaut will set you back around £170,000.



Despite this, prices have held firm and depreciation is very gradual for these models, partly due to their relative scarcity. Back in 2002, prices for a brand new 1180S started at £228,000, whereas today you can pick up a 13-year-old model for just under £140,000, making for a depreciation rate of around 3% per year.

Comfort and practicality are two words that come up a lot when analysing the Stevens 1180S, but perhaps just as important is value – you certainly get a lot of boat for your money, and one that is resolutely built to last.

VALUE ****

BUILD QUALITY ****
ACCOMMODATION ****
PERFORMANCE ***
OUR VERDICT 80%

Next month Rodman 1250





Date 2002 Price £169,950 Located Caversham

Fitted with larger fuel tanks and twin 100hp Volvo Penta TAMD31s with 350 hours. Featured in this article. **Contact** www.tingdeneboatsales.net



Date 2003 Price €189,000 Located Netherlands

Powered by a single 135hp Perkins Sabre, this well-travelled model has more than 2,000 hours. **Contact** www.karlfarrantmarinesales.com

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FIND ME A USED... **KEY CRITERIA** Low air draft **2000** £84,950 'Hybrid' hull equally at home inshore or offshore Haines 34 Sedan Top end of 10 knots means

- Economical running at low speeds
- Spacious accommodation

DATA FILE

Length 34ft 0in (10.4m) **Beam** 12ft 4in (3.8m) Draught 3ft 2in (1.0m) **Displacement** 5.5 tonnes

Fuel capacity 60 imp gal (272 litres) Engine Nanni 115hp diesel

FOR SALE Norfolk Boat Sales. Web: www.norfolkboatsales.co.uk



he Haines 34 Sedan is a great example of a 'hybrid' boat that works equally well for both inland and coastal cruising. Originally designed by Andrew Wolstenholme as a river cruiser with a round bilge hull form, the addition of two fixed trim plates across the transom and a number of larger engine options allowed it to reach higher cruising speeds for rapid sea passages

as well as comfortable inland cruising.

Production started in 2000 and continued until it was replaced in 2010 by the new 35 Sedan and Offshore.

INTERIOR

Various interior options were offered, and the boat you see here (one of the first, and recently reduced in price) is quite unusual in having the galley up in the saloon making space for a double mid cabin and a vee-berth in the forward cabin. Most had the galley down and an offset or island double berth in the fore cabin. All had a large heads and shower.

EXTERIOR

An unusual feature for an aft cockpit cruiser of this size is the side access door alongside the helm - it's a brilliant addition for short-handed inland cruising.

ENGINES

A variety of engine options were fitted, including single Nanni diesel engines from 50hp for inland use and up to 200hp for greater speed offshore. There was also the option of twin engines from 62hp Nanni up to twin 100hp Yanmar.

PERFORMANCE

With the 115hp Nanni you can expect a top end of about 10 knots, more than enough for inland cruising. A large rudder and bow thruster assist close quarter manoeuvres. But interestingly, the Haines 34 makes a surprisingly adept coastal boat too. Sister magazine Motor Boats Monthly tested one in a breezy Force 5 and remarked that the 34 Sedan 'revelled in the conditions'. With the bigger 200hp Nanni diesel engine a top speed of 13 knots was recorded.





DATA FILE

Length 27ft 0in (8.23m) **Beam** 9ft 2in (2.8m) **Draught** 1ft 4in (0.43m)

Displacement 2.1 tonnes Fuel capacity 4.4 imp gal (20 litres)

Engine Mariner 40hp petrol

FOR SALE Tingdene Boat Sales. Web: www.tingdeneboatsales.net



kay, so we know this is meant to be a feature about used boats but when you can buy a brand new 28ft river cruiser with six berths and a fully equipped galley and heads for less than £52,000 inc VAT, why bother with somebody else's cast-off.

Admittedly the hull design is hardly cutting edge, having enjoyed a previous existence as the Seamaster 813, but the layout works as well as ever and the fit out is surprisingly smart for the

money. Better still, it's built in Britain and comes with a free month's berthing and a five-year hull and engine warranty.

INTERIOR

It may not be the prettiest craft on the river but boy does it pack a lot into its compact overall length. You wouldn't believe how light and spacious it feels down below. The full-length galley is properly kitted out with a gas hob and oven, the heads compartment has a hot shower and toilet and the central dinette converts into a good sized

double. Removeable partitions lead to a second convertible double forward with a further double in a curtained off crawl-in cabin under the cockpit.

EXTERIOR

Two bench seats aft with a double helm seat forward provide plenty of seating space for guests to watch the world go by, and Viking has done a good job of smartening up the cockpit with a more contemporary choice of materials and flooring. A decent canopy makes this area useable even in colder months.

ENGINEROOM

Using a single 40hp outboard engine not only keeps the cost down, it also makes it blissfully quiet, simple to maintain and cheap to run. It may be petrol but we'd be surprised if your annual fuel bill strayed beyond two figures on the river.

PERFORMANCE

It's not going to excite Jeremy Clarkson wannabes but it's plenty fast enough for river use and the optional bow thruster ensures it'll be simple to berth.





DATA FILE

Length 37ft 11in (11.3m) **Beam** 12ft 4in (3.8m)

Draught 3ft 0in (0.9m) **Displacement** 8 tonnes

Fuel capacity

200 imp gal (910 litres)

Engines Twin Perkins HT6.354 175hp diesels

FOR SALE Broom Boat Sales. Web: www.broomboats.com



hile it shares the same John
Bennett-designed hull as the Broom
37 Continental and
Broom 37 Crown,
the Ocean 37 was actually fitted out by

Broom 37 Crown, the Ocean 37 was actually fitted out by Aquafibre (the moulder of all three models and a company set up by a consortium of Norfolk builders, including Broom, who acquired a controlling interest in 1971). Finished to a very high standard, it was built between 1968 and 1983, and was a successful and popular

model with almost 200 sold. Now it's considered something of a classic for its period looks and rock-solid build quality.

INSIDE

The big news with the Ocean 37 over its sister craft is the galley location. Rather than being on the lower level forward, it is situated in the aft port quarter of the upper level, which creates a wonderfully spacious guest cabin forward, albeit at the expense of a slightly smaller aft cabin. The saloon feels huge, and features a useful lower helm.

OUTSIDE

On the outside the superstructure is inset slightly, creating a lower level walkway around the whole boat (other aft cabin designs stretch the raised aft deck full beam). The outside helm position is situated on the aft deck rather than on a flybridge mounted on the saloon roof, keeping the air draft low enough for bridges on inland waterways.

ENGINES

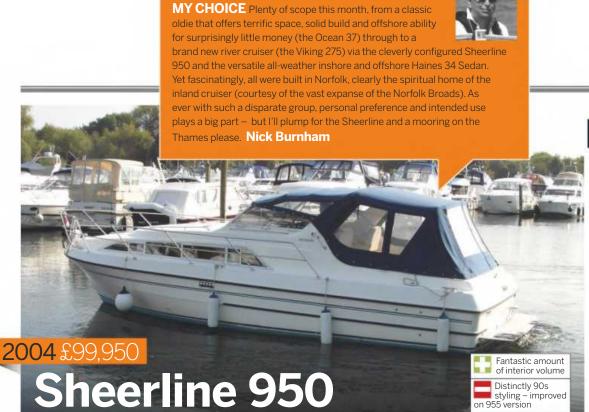
The vast majority of Ocean 37s were fitted with twin Perkins HT6.354 diesel

engines producing 145hp, although a few (including this model featured here) got the upgraded 175hp version.

PERFORMANCE

The hull was fairly unusual for a couple of reasons. It featured an 'aerofoil' keel two inches wide at the bow, fattening to over a foot wide amidships and tapering to three inches at the stern. Also, despite being round bilged, with big enough engines it was a genuine planing hull. Top end is 18 knots, cruising is between 12 and 15 knots.





DATA FILE

Length 31ft 2in (9.4m)

Beam 10ft 6in (3.2m)

Draught 2ft 6in (0.8m) **Displacement** 5 tonnes

Fuel capacity 38 imp gal (173 litres) **Engine** Nanni 5.280HE

62hp diesel

FOR SALE Thames Boat Sales. Web: www.thamesboatsales.co.uk



aunched initially as a hardtop river cruiser in 1994, the Sheerline 950 really took off when the open cockpit version was introduced in 1996, becoming one of those evergreen models that ran and ran. Still available nearly 20 years on in the updated 955 guise that was launched in

INTERIOR

Early boats had conventional shaftdrive, putting the engine in the centre leaving

2009 and further refined in 2012.

room for a small single berth alongside the engine to go with the converting saloon and forward cabin. The big deal with the 950 and 955 is the clever drive system that was introduced a couple of years after the 950 was launched. A hydraulic pump spins the conventional shaftdrive, meaning that the engine can be mounted transversely and further aft, creating space for a big mid cabin with an athwartships double berth, radically increasing internal volume and making this a 30 foot twin cabin shaftdrive rarity.

EXTERIOR

Low wide side decks and reduced air draft make life easy for the crew, the raised helm and clear sight lines doing the same for the skipper. The sociable cockpit, with horseshoe seating and folding table, has an additional fridge.

ENGINE

A single Nanni 5.280HE diesel engine produces 62hp – more than enough for river cruising (with its 38-gallon tank), although an 80hp version was available as an option on later boats.

PERFORMANCE

That clever hydraulic drive system does more than just free up cabin space. Isolating the engine from the shaft reduces vibration and noise levels, and the lack of physical 'hard' connection means that river debris suddenly jamming the prop doesn't pose the same shock load risk to the gearbox. Top whack is 6 knots – the hull's maximum displacement speed; 5 knots a comfortable cruising gait. Oh and this boat will clear Osney Bridge, an infamous obstacle on the Thames.







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2015 BAYLINER CIERA 8 Call Swanwick 1 x Mercruiser 4.5 Petrol **£64,950 VAT PAID**



1999 SEALINE S28 2 x Volvo KAD32





2011 BAVARIA SPORT 28 Contact Swanwick 2 x Volvo D4-260 £74,950 VAT PAID



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2003 AZIMUT 39 Contact Swanwick 2 x Caterpillar 3126 £124,950 VAT PAID



2003 SEALINE S23 1 x Volvo KAD32



Call Swanwick £29,950 VAT PAID



2005 JEANNEAU MERRY FISHER 925 Call Swanwick 1 x Volvo KAD300 £54,950 VAT PAID

















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WINDY 42' GRAND BORA

£179,995 Lymington

£179,995 WINDY 52' XANTHOS

£438,000 Lymington



With two owners from new, this muscular six-berth performance Windy is a potent mix of huge cockpit, tender garage, first-class Norwegian craftsmanship and elegant styling. Twin D6-350s (420 hrs), gen., blue hull stripe and new teak.



2006 twin D12-800, stunning condition throughout, twin heaters, anthracite hull stripe, with matching anthracite Spinneyback leather to upper saloon. Superb 38 knot performance, three cabins, elegant Norwegian build and a perfect ergonomic driving position.

WINDY 48' TRITON

£750,000 Lymington

WINDY 52' XANTHOS

£499,000 Lymington



This 2014 Windy 48 Triton is full option and has run nearly 25 hours on her twin IPS-600 Volvo Penta diesels. Air-conditioning, full Raymarine E radar/plotting suite, heating, demist, upgrade Onan generator, satellite TV and Volvo Dynamic Positioning system.



2008 Xanthos on shaft D12-800s. Hi-lo platform, air-co. and blue hull stripe with cream interior leather. Ray sat TV, watermaker and washing machine – she is loaded. Outstanding driver's boat – as the boating press put it "like finding the Holy Grail".

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Broom 38's x 2 1999 & 2001 high spec 2 x 250 Yanmars & 2 x 260 Volvos £139.000 & £149.850



2 x Broom 41's

Ix twin Perkins I x twin Cats

1997 and 1999. Both On website. £149.950+



Broom 44 Hardtop Full refurbish, stunning, Built 1991 2 x Volvo 380's 11 kva generator £129,500



Botnia Targa 27 2000
I x 44 EDC 260hp with justy 450 Hrs.
One owner only, Superb example, Offers over £60,000



Broom 450's x 2 I x 2003 I x 2008 HTsee website for full Details stunning GREAT sea boats!! £285,00



2009 Hershine 50 2 x D9's LOW hours stunning order great space and Value In Mallorca £215,000



2005 Broom 39 2+2 2 × Yanmar big Specification, must be seen Ashore Hythe Now, £169,000



1999-2000 Broom 345 2 x 250 Yanmars Great spec, Tough cruising boat, See videowalk £115,000



Nimbus 365 2009

I x Volvo D6 370 Hp with 350 Hours Clever Design see website Ashore Hythe £169.000



1994 Skilso 975 2 x 130 Volvos Super semi-displacement recent kit, bow prop etc Here in Hythe £49,850



2 x Mercruiser 180 diesels. Professional mariner owner and it shows! Very nice order. Hythe £69,950



Beneteau Antares 360 2011 Hardly used !2 x 300 Volvos see videowalk £139,500

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£975,000 South Coast



Now for something truly special. This aluminium beauty is simply stunning. Ground-breaking Berthon build on a Cougar hull – she simply exudes elegance, refinement and class. Twin MTU diesels, air-conditioning, eleven berths in six cabins, palatial saloon and constantly skippered from new. Essential viewing.

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€480,000 SKAGEN 50' Sardinia

€599,000 Croatia



Superbly presented mahogany gentleman's motor-yacht from 1965 with 2006 major refit and engine re-conditions in 2004. 9 guests, 3 crew, L'Esterel yard at its finest! Classic, with modern refinements, she is MCA compliant and already lying Med. for you.



"First Class" claimed this magazine, and she is. Pristine 2007 one-owner example with Yanmar 480s. Full Med. spec., Williams, 3 cabins, and a sublime semidisplacement gait. Superb flow to her accommodation. Brand new to the market.

DALE NELSON 38 AFT CABIN

Southampton

£210,000 FLEMING 55

Lymington

£749,000 OYSTER LD43

Lymington

£245,000 PRINCESS V53

£375,000 Lymington



Absolutely cracking 2001 build Dale Nelson 38 aft cabin. Recent Raymarine plotter suite, HD radar, autopilot, beautiful blue hull, full good teak decks, low hrs on twin Yanmar 420HP diesels, bow-prop, cutters, Eberspacher heating, davits. Sublime sea manners, and drop-dead gorgeous.



Fully gadgeted, lightly used and stunning 2005 Fleming. Sensational new price - the best there is. This world passagemaker is running on twin Cummins @ 840hrs, twin gens, aft passarelle. Video presentation at www.berthon.co.uk



Magic jet-boat from 2007 - unwrapped '09. Yanmar 480s (345 hrs), heating, a/c, watermaker, ice-maker, super spec. and just re-varnished. Cherished from new and just lovely. Cool looks, stunning interior and totally fun to play with.



Pristine one-owner 2009 Princess V53 on the largest 775HP Volvo Penta diesel option (246 hrs). Hardtop version, 2 Eberspacher heaters, Serotina Cherry joinery/Midnight Sky galley, Williams 325 (17 hrs). Never in the sun and very well-presented.







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Prestige 550 (2013) | £ 625,000 Tax Paid





Prestige 450 (2015) | £ 423,262 Tax Not Paid





Princess V56 (2011) | £ 445,000 Tax Paid

Call: +44 (0)1273 673 232



Sunseeker Predator 52 (2009) | £ 410,000 Tax Paid Call: +44 (0)2380 450 000





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Sealine T50 (2007) £ 279,950 Tax Paid

Call: +44 (0)1273 673 232



Antares 13.80 (2006) £ 169,950 Tax Paid

Call: +44 (0)1752 255 740



Astondoa 43 Fly (2006) £ 159,500 Tax Paid

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Nimbus 350 Nova (2006) Call: +44 (0)1590 673 212 £ 129,950 Tax Paid





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NORFOLK BOAT SALES

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£269,950 **Broom 370** 2012 - Volvo Penta D6 - 370hp - Bow & Stern Thruster - Hydraulic Arch - Invertor - Satellite TV - Avonite

Worktops.



£159,950 Elan Power 30 2015 Twin Volvo Penta D3 220hp Bowthruster Extended Bathing Platform Cockpit Fridge & Sink Sliding Roof Canopy Raymarine Equipment.



£89.950 Sessa Ovster 36 2000 Twin Volvo Penta KAD44 Bowthruster Teak Bathing Platform Heating Spacious entertaining Cockpit.



1994 Gruno 36 Sport Ford 6 litre diesel, Heating, Folding screens/arch, Shore-power, One owner from new, Lovely boat.



Sealine S43 £129,950 2002 - Twin Yanmar 6LY-STE - 420hp - Bowthruster - Sternthruster - Generator - Touch Screen Plotter cooney Davits - 3 months Warranty



Haines 34 Sedan £84.950 2000 Nanni Engine 115hp Bowthruster Solar Panel Eberspacher Heating Twin Cabin with 4 Berths Great



Rodman 800 Flybridge £39,950 2001 – Twin Volvo TAMD31PA – 150hp – Autopilot – VHF - Chartplotter - Radar - 4 berth.



£99,950 Sealine S38 2003 Twin Volvo Penta KAD44 260hp Bowthruster Raymarine Equipment Snap Davits Cockpit BBQ & Fridge Electric Toilet Warm Air Heating.



Broom 31 AC 1994 – Volvo Engine – TMD31D 100hp – Bowthruster Eberspacher Hot Air Heating – Plotter – Bi data – Electric



Classic Wooden Launch 1996 Volvo Penta 10hp Diesel A beautiful spacious classic wooden launch.



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Fairline Targa 48 Open (2014) £ 549,000 VAT paid

- » 2 x Volvo Penta IPS 600 D6-435
- » 11KW Onan Generator
- » Garmin Autopilot, VHF and Plotter
- » Tropical Air Conditioning

EB3075



Viper 303 (2010) £ 99,950 VAT paid

- » 2 x Volvo D6-370
- » 284 hours
- » Bow Thruster
- » Webasto Heating

ES2047



Fairline Targa 48GT (2014) £ 559,950 VAT paid

- » 2 x Volvo Penta D6-435
- » Submersible HI-Lo Platform
- » Electric Hard-Top Rectractable Roof
- » Generator

ES3033



Windy 33 Scirocco H/T (2006) £ 119,950 VAT paid

- » 2 x Volvo Penta D4
- » Bow Thruster
- » Raymarine GPS
- » Eberspacher Airtronic Heating

ES2100



Fairline Targa 62GT (2013) £ 849,950 VAT paid

- » 2 x Volvo Penta D13
- » Tropical Aircon

- » Stern Thruster / Yacht Controller
- » Onan 17.5kw Generator

ES3001



Fairline Phantom 50 (2008) £ 325,000 VAT paid

- » 2 x Volvo Penta D12
- » Onan Generator
- » Raymarine Pack
- » Air Conditioning

ES3043



Princess 58 (2009) £ 599,950 VAT paid

- » 2 x Volvo D12-800
- » Onan 13.5 kw Generator
- » Furuno GPS & Radar
- » Raymarine Package
- ES3040



Fairline Targa 38 (2010) **£** 179,950 VAT paid

- » 2 x Volvo Penta D4 300
- » Garmin GPS 5008 Touchscreen VHF
- » Bow Thruster
- » Air Conditioning

EB1810



Doral Boca Grande (2007) £ 99,950 VAT paid

- » Volvo Penta D6
- » Raymarine GPS/Radar
- » Eberspacher Heating
- » Master Volt Genererator

EB1602



Fairline Squadron 55 (2010) **£** 549,950 VAT paid

- » 2 x Volvo Penta D12 800
- » 360 hours
- » Air Conditioning
- » Generator

ES3018





Sealine S42 (2004) **£** 119,950 VAT paid

- » Volvo Penta KAD300
- » Raymarine Navigation Pack
- » T-Top Sliding Roof
- » Eberspache Heating

EB3015











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Sunseeker 28 Metre (2013)

This beautiful 2013 Sunseeker 28 Metre Yacht "Spontaneous" was custom built for a very experienced yacht owner. There is accommodation for eight guests in four very spacious cabins all with en-suite and there are 2 crew cabins. The specification is of very high standard and includes numerous upgrades. The interior is finished in black American gloss walnut and Oyster leather upholstery.

Full detailed specification available on request.

€4,750,000 EURO Ex Tax

Lying: Spain



Fairline Phantom 40 (2004)

Twin Volvo D9 575, 3 cabin version, passerelle, heating, bow thruster, generator, crew cabin.

€175,000 EURO Tax Paid

Lying: Dublin



Antares 13.80 (2004)

 $3\ \text{cabins}\ 2\ \text{heads},\ \text{twin Volvo}\ \text{Penta}\ 480\ \text{hp},\ \text{teak}\ \text{decks}.\ \text{Bowthruster}.$

£114,900 STG Tax Paid

Trader 535 (2004)

Twin Yanmar 480 diesels, 3 cabins 2 heads, aircon, generator, bow/stern thrusters

£219,000 STG Vat Paid



Crownline 250 CR (2004)

Mercruiser 350MAG engine on bravo 3 leg, 4 berths plus galley and heads.

£26,950.00 STG Tax Paid

Lying Hamble



Sunseeker Manhattan 70 (2009)

Twin Man 1360hp, 8 berths in 4 cabins, aircon, generator, stabilizers.

€1.150.000 EURO Ex Tax

Lying Spain



Princess 480 (1995)

Twin Volvo Penta TAMD73, 3 cabins plus crew cabin, cherrywood interor, Bowthruster, generator, Eberspacher heating, davitts, radar, autopilot.

£99,000 STG Tax Paid

Lying: U

Lying Ireland



1 ------ 00E (2007)

Volvo D4 260 Diesel, 4 berths, electric windlass, shore power, hot water.

£42,900 STG Tax Paid

Lying Dublin



Broom 42 (2006)

Volvo D6 310 diesel, bowthruster, cabin heating, Raymarine C80, electric windlass,

€240.000 EURO Tax Paid

Lying: Ireland



Princess 50 (2012)

Twin Volvo Penta D11 670hp, aircon, generator, sleeps 8 in 3 cabins, crew cabin.

£595,000 STG Tax Paid

Lying Hamble



Monterey 270 (2005)

Yanmar 315hp diesel 4 berths in 2 cabins, heads with vacuum flush toilets & shower, hot water, full canopy. Just two owners from new.

£39,900 STG Tax Paid



Prestige 32 (2003)

Twin Volvo KAD 300 diesels, bowthruster, heating, radar, 6 berths in 2 cabins.

£68,900 STG Tax Paid

Lying Ireland



Aquador 28 C (2007)

Volvo D6 310 diesel, bowthruster, cabin heating, Chart plotter, electric windlass, shore power.

£71,900 STG Tax Paid

Lying: Hamble







BOAT SALES

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2000 PRINCESS 52. Beautiful example of this spacious three cabin flybridge cruiser with twin CAT 660hp diesels with electronic controls, radar, GPS, chart plotter, autopilot, leather, reverse cycle air conditioning, passerelle, remote bow and stern thrusters, satellite TV, washer dryer, generator, bimini, new canopy and flybridge covers 2014, new Silvertex cockpit and flybridge upholstery Oct 2015, full CAT service history since 2008 Serviced, polished and antifouled with three month UK engine warranty. Part exchange considered.. Lying: Ipswich



BRAND NEW FAIRLINE SQUADRON 42. Volvo Penta D6 435hp EVC engines, heating to all cabins & heads, screen demisters, flybridge pack with icemaker, water filter, refrigerator & BBQ, teak flybridge table with sunbed conversion , Garmin Autopilot and touch screen plotter repeated, leather, teak flooring and berth conversion to saloon, mood lighting, bowthruster, holding tank with macerator, gloss walnut finish, dining canopy and much more. Lying: Ipswich

2008 FAIRLINE SQUADRON 58. Volvo D12-800's (207 hours), proportional bow/stern thrusters with remote, remote control for engines/thrusters, joystick control, air conditioning, generator, passerelle/dinghy crane, plotters, radar, autopilot, VHF, sat TV dome, Bose audio, electric lift TV, freezer, dish washer, washer/dryer, wet bar with grill, fridge and ice maker, low level LEDS, synthetic teak to decks and flybridge

Lying: Ipswich

£475.000 INC VAT





BRAND NEW FAIRLINE TARGA 38 OPEN. Volvo Penta D4 300hp diesel engines, high/low hydraulic bathing platform, bowthruster, Garmin GPS map 8102 with 12" touch screen display, Garmin autopilot, 19" TV, heating, teak cockpit and bathing platform, blue mood lighting, holding tank, BBQ, leather to saloon with walnut gloss finish, teak folding cockpit table with sunbed conversion. Part exchange welcome

£374.208 INC VAT Lying: Lincoln



2009 SEALINE T50. Volvo Penta D9 575hp diesels on shafts with low hours, bow and stern thrusters, Raymarine E120 plotter, radar, autopilot, stern winches, air conditioning, 11kva generator, passerelle, leather saloon upgrade and Movida to cockpit, holding tank, dishwasher, LED deck lights, BBQ and much more. Priced to sell with part exchange option available. £349,950 INC VAT

Lying: Ipswich



2009 PRINCESS V45. Twin Volvo Penta D6-370 EVC engines (serviced July 2015), garage, telescopic passerelle, cockpit wetbar and BBQ, bowthruster, Garmin 5008 GPS, autopilot, air conditioning, generator, cream leather, electric flush heads and so much more. Supplied serviced, polished and antifouled with three month UK

£279.950 INC VAT Lying: Ipswich



BRAND NEW JEANNEAU LEADER 36. Twin Volvo Penta D4 260hp engines with joystick control, electric hard top, Raymarine electronics pack, Premiere upgraded trim level, comfort pack, aft canopy, cockpit spotlight, cockpit fridge, heating, removable carpets, teak cockpit floor and front sundeck cushions. Part exchange welcome. Available from stock now.

£222,751 INC VAT Lying: Lincoln



2003 PRINCESS 45 FLYBRIDGE. 2004 Model with twin Volvo Penta TAMD74 EDC 480hp engines, generator, reverse cycle air conditioning, passerelle, bowthruster, autopilot, plotter/radar, new canopy and flybridge cover, new external Movida upholstery Engines serviced, polished and antifouled June 2015. Supplied with three warranty. Part exchange welcome. Supplied with three month UK engine

Lying:lpswich



1998 SEALINE T46. Twin Volvo Penta TAMD73 EDC diesels, bowthruster, chart plotters, radar, autopilot, VHF, heating, generator, passerelle/dinghy crane, two large fridges, LCD TV, satellite T dome, new cockpit canopy and flybridge tonneau 2014, new cockpit upholstery in Movida sand 2013. Part exchange

£159.950 INC VAT Lying: Ipswich



2011 JEANNEAU NC 11. Twin Volvo Penta D3 200hp diesels with low hours, bowthruster, Garmin GPS map 720, Raymarine ST6002 autopilot, electric windlass electric toilet to holding tank, teak cockpit and lots more. Supplied serviced, polished and antifouled with three month engine warranty. Part exchange option

Lying: Lincoln £149.950



1998 PRINCESS 430. Twin Volvo Penta 370hp TAMD 63P's with only 430 hours, generator, chart plotter, radar, autopilot, heating, bow thrusters, new canopy, new external upholstery, new carpets, teak cockpit and flybridge stairs, and much more. Supplied serviced, polished and antifouled October 2015 with three month UK engine warranty. Part exchange

£134,950 INC VAT Lying: Ipswich



2001 SEALINE S41. Fine example of this spacious sports cruiser with twin Volvo Penta KAD44 EDC 260hp diesels, Raymarine chart plotter, radar, VHF, search light, trim tabs, electric flush toilets to holding tank, Honda 2kva generator, heating and windscreen Part exchange may be considered. Lying: Lincoln £115.000 INC VAT



2007 NIMBUS 320 COUPE. 2008 Model with single Volvo Penta D4 diesel engine with EVC controls on shaft, bowthruster, Raymarine RC435 chart plotter, Raymarine VHF, Raymarine autopilot, windlass, remote search light, teak bathing platform, sea toilet to holding tank, transom shower and much more. Excellent example. Part exchange may be considered. Lying: Lincoln



1997 PRINCESS 360. Twin Volvo Penta 370hp diesels, generator, heating, teak and holly galley floor, leather, Raymarine plotter, Garmin plotter (2012), radar, hinged arch gear, autopilot, AIS, VHF, bowthruster with remote, rope cutters, stainless saloon doors, davits, new batteries 2014 and much more. Must be seen Lying: Ipswich



2005 SEALINE S34. 2006 Model with twin Volvo Penta KAD43 230hp diesels, bowthruster, teak cockpit, Eberspacher heating, holding tank, electric windlass, Raymarine C70 plotter with GPS gold chip and 2kw Radome, snap davits, cockpit wet bar with fridge, remote spot light, new canopy 2012. Power polished and antifouled July 2015.













Viking 275 - New Boat - Mariner 40EFI A fantastic family river cruiser with full bathing platform and transom boarding. Interior with 3 cabins and 6 berths, Inventory includes Bow thruster, Holding Tank, Heating, Shore Power and Battery Charger Afloat to view at Caversham. £61.588 inc VAT STAND B140 LONDON



Viking 215 – New Boat – Mariner 20hp The 215 offers 6'headroom throughout, a 4 berth design, galley and shower/toilet room with cockpit seating for 5 and bathing platform boarding. Inventory with Hot & Cold water, oven, hob, grill & fridge. A great package that is also trailerable, View at the Londor Boat Show - Call for Tickets £34,083 inc Vi £34,083 inc Vat

Contact Upton



Broom 30HT Coupe – New Boat - Nanni 65 The All new 30HT with full sunroof to the hard top, Graphite colored hard top and hull, Teak cockpit, Bow thruster, Hull windows. The cabin gives 4 berths a large toilet and galley with Corian worktops. Part Exchange possibilities – **View at London Boat Show** call for tickets. £155,000 Inc Vat



m 395 Aft cabin – New Boat – Twin Volvo D4 360 Split galley design with Classic interior package, Heating, Inverter, Bow thruster, Powered folding mast, 2 Tvs, Autopilot, VHF, GPS Plotter, Cockpit BBQ Stainless windows. The 395 offers tremendous space with twin master cabins both with ensuite facilities, Large galley and saloon, AVAILABLE NOW £452,503 Inc Vat



Sessa C30 - 2007 - Twin Volvo D3 -190 Diesels Lemar Bow Thruster, Raymarine C80 Chart plotter, Holding Tank, New Canopy, Just Serviced, An immaculate 4 berth sports cruiser at home inland or on the coast, Large Cockpit with seating for 6 in ease, Cabin with separate mid cabin and toilet room. £69.950



standard. With comfortable accommodation and sleeping for 7. Two owners from new £135.950



Viking 32 6'10" beam - 2013 - 25HP Mariner A great family boat that will navigate the entire UK inland waterway system with 6 berths and a comprehensive specification £39.500 VISIT THE TINGDENE / VIKING STAND AT THE LONDON BOAT SHOW - 5 MODELS ON DISPLAY



Viking 24 - 1998 - Honda 30 (2012) . A very tidy example of the Viking 24 with a new outboard in 2012 with full service history, Features 4 berths, Hot and cold water, spacious cockpit with sunbed conversion. A good family riverboat offered at a competitive figure. Afloat and ready to trial. £19,950



Gobbi 345sc - 2002 - Twin Volvo KAD 43-230 Diesels Featuring Autopilot, Plotter, New Teak on bathing platform, New cockpit and cabin upholstery, New canopies, Toilet waste tank, The 345 is a very spacious boat with 4 berths and saloon, open plan to fore cabin, easy deck and transom access, in immaculate order £69,950



Sealine S28 - 1999 - Twin Volvo 170hp A very tidy S 28 with new canopies and cockpit upholstery, fully surveyed and new boat safety certificate, a spacious cabin with 4 berths and cockpit with seating for 6 in comfort. £49,950



Beneteau Antares 880 - 2012 - Mercury 115hp A one owner craft with 6 berths and almost unused, fresh water use only, engine serviced and still in warranty. a magnificently light wheelhouse with panoramic windows and roof hatches £66,950



Viking 24 Highline - 2012 Mercury 25hp o 4 berths, Teak laid cockpit, LED lighting, Flip back helm seat, Cut out Hull sides for easy boarding. Excellent condition £32,950



SEALINE S34 - 1999 - Twin Volvo KAD43 230hp A well presented S34 with a good specification including Plotter, Radar, VHF, Hydraulic gangway, New flexiteek bathing platform, Leather upholstery, New canopies, Holding tank. A popular 3 cabin craft vith excellent cockpit £74.950



Sealine 305 Statesman – 1989 - Twin Volvo $\textbf{200hp Diesel Engines.} \ A \ popular \ small \ fly \ bridge \ cruiser$ with accommodation for 6, with this power option the 305 is a canable craft for coastal use and at home on inland waters. Ideal a family craft good exterior space in the cockpit and fly bridge.



Broom Ocean 34 - 1998 - Sabre Perkins 135 A very clean and well presented 34 with 6 berths, open plan fore cabin, side door, plotter and VHF radio canonies and soft furnishings immaculate A great craft for go anywhere use ideal inland or £93,000



Regal 2665 Commodore, 2004, Yanma 240hp diesel, Very low engine hours, Full canopy, Extended bathing platform, 4 berths, Pumpout toilet, Raymarine GPS, Serviced & antifouled 2015
Viewing highly recommend. £35 £35,950

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2001 Capriole 1080. 1 x Yanmar 230hp. 4 Berths Spacious cockpit can seat 8. Boat Safety expires 2017. **£79,950**



1995 Bounty Rive 34, 1 x 2008 Nanni 4,5 50hp Diesel abins. Ideal for extended cruising or family holidays. £55,000



2004 Galeon Galia 777. 1 x Volvo Penta KAD43 260hp. Diesel, 4 Berths, Large cockpit perfect for entertaining. Boat Safety expires 2017 **£34.950**



1992 Sealine 270 Senator, 2 x Volvo Penta AQ250 150hp Petrol, 4 Berths, Boat Safety expires 2016, Mooring available. £21,950



1998 Searay 230 OV, 1 x Mercruiser 5.7EFI 260hp Petrol, people. Boat safety expires 2017, Mooring available. £13,000



1982 Reicraft Coral 23, 1 x Volvo Penta 120hp, Petrol, 4 Berths. Boat Safety expires 2018. Ideal for Thames cruising

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2000 Broom 35, 1 x Perkins Sabre M135L 135hp Diesel, 6 Berths, Eberspacher heating, Bow Thruster, Boat Safety expires 2017 £117.500



2004 Sheerline 950, 1 x Nanni 62hp Diesel. 6 Berths bow & stern thruster, folding windscreen. BSC expires 2017 £89.950



2001 Sheerline 1050 Flybridge, 1 x Nanni 5250 TDI



2004 Monterey 282, 2 x Mercruiser 1,7DTI 120hp Diesel 6 Berths, ideal for sea and river use. Mooring Available



2007 Ribeve 785, 1 x Yamaha 250hp Outboard Petrol. Seats 9 people. Great for a Trailer included. £27,500 for a family day or water sports.



1973 Norman 29, 1 x Ford 1.8 4 Cyl Diesel, 5 Berths. spacious cabin and cockpit. Boat Safety expires 2017 **£16,950**



1989 Carver 2587 Allegra, 2 x Mercruiser 5.7 Petrol, Spacious cabin and large open cockpit, Boat Safety Expires



1972 Searnaster 27, 1 x Ford Wortham Blake 30hp Petrol, 4 berths in 2 cabins, good condition, ideal for cruising on the Thames, BSC expires Oct 2018. £6,500



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2006 Succes 125 Ultra, Single Vetus Deutz DT66 170hp Diesel.£135,000



1984 Ocean Alexander 38, Twin Perkins 85hp Diesels £82,500



1991 Klass Mulder 13.50. Single Vetus Cummins 115hp.



1987 Stevens 37.5, Twin Peugeot Lehman 110hp Diesels.



1998 Broom 29 Soft Top, Single Nanni 62hp Diesel



2002 Liverpool 60' Narrow Boat, Single Isuzu 38hp



1996 Broom 29 Hard Top, Single Nanni 50hp Diesel and



1991 Sealine 290 Ambassador, Twin Volvo Penta 205hp



2003 Viking Marin Viki 23 Golden Horn, Single Vetus



1980 Princess 32. Single Volvo Penta TMD40 114hp



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YEAR

2007

YEAR

1995

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1999

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BR00M 395

YEAR 2016

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BR00M 450

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YEAR

YEAR

2013

YEAR

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- 6 Berths in 3 Cabins

£399,950.00 VAT PAID



BR00M 425

- Twin Volvo D6 435hp

- 6 berths 3 cabins

£269,950.00 VAT PAID



BR00M 425

- Twin Volvo D6 435hp
- 4 berth in 3 cabins

£249,950.00 VAT PAID



BR00M 415

YEAR 2004

- Twin Yanmar 370hp
- 6 Berths in 3 cabins

YEAR

2008

YEAR

1993

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YEAR

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- » PX welcome

ES3056



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- » 36 Hours
- » Sports Hull
- » Clear Title & Aftercare

ES3036



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LYING NYA BRUNDALL - NYB1934 - P/EX POSSIBLE

BROOM 39 2+2 - £169,950



2004 - 2 x Yanmar 315hp Diesel Engines - Serviced 2014 - 4 berths by the means of 2 large and comfortable cabins complete with ensuites. Bowthruster, Warm air heating system, Raymarine RL80C, light oak finish lends a modern feel. One owner from new and lovingly maintained. A cruiser boasting exceptional living space and a social cockpit area.

LYING NYA BRUNDALL - NYB1889 - P/EX POSSIBLE

SHEERLINE 950 - £99,950



2007 - Single Nanni N4.60 62hp Diesel Engine. 4 berths 1 toilet and shower. Bow thruster, folding windscreens, Stern thruster, Inverter, Webasto warm air heating, Battery charger, Avonite work tops to galley and heads. A stunning boat with comfortable accommodation and looks to catch the eye.

LYING NYA BRUNDALL - NYH1622 - P/EX POSSIBLE

BROOM OCEAN 34 - £79,950



1998 - Single Perkins Sabre 135Hp Diesel engine - 6 berths with 2 heads to holding tank and 1 shower. Battery Charger, Shore power, Folding windscreen, Bowthruster, Snap davits, Warm air heating system. Light and spacious accommodation with an outstanding aft cabin. A great boat for cruising the inland waterways..

LYING NYA BRUNDALL -NYB1985 - P/EX POSSIBLE

PRINCESS 42 - £249,950



2007 (commissioned 2008), 2 x Volvo D6 435Hp, 4 berths in 2 cabins, 2 x toilets & showers, Boat Safety Certificate. Spec: shore power, battery charger, generator, holding tank, hot air heating, full navigation equipment, bow thruster and much more. Beautifully finished in natural light cherry. Well worth a look, a real head turner!

LYING NYA BRUNDALL - NYB1864 - P/EX POSSIBLE

HAINES 32 SEDAN - £142,950



2013, Nanni N4.43HD (43) hp diesel, 4 berths, leather saloon upholstery, bow and stern thruster, electric windlass, electric toilet and more. Over £15,000 of extra and less than 20 engine hours 'Jive Talkin' has only been used a handful of times and offers a significant saving on the list price of over £165k.

LYING NYA HORNING - NYH2046 - P/EX POSSIBLE

ISIS 920 SEDAN - £79,950



2006 - Single Yanmar 4LHA-HTP 160 hp diesel on a shaft. 6 berth, tri cabin accommodation with 1 heads to holding tank and 1 shower. Bowthruster, Chart plotter, VHF, depth and speed LOGs, Warm air heating system. A spacious and light cruiser presented in a beautiful condition, ideal for family boating, NYA STOCK - Fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYB1181 P/EX POSSIBLE

SEALINE 350 STATESMAN - £74,950



1992- Twin Volvo Penta KAMD 42A 230HP Diesel engines. 6 berths with 1 heads to holding tank and 1 shower. Trim tabs, Shore power, Eberspacher heating, Battery charger, Hydraulic steering. BSSC until May 2019. A well cared for cruiser in presentable condition throughout.

LYING NYA BRUNDALL - NYB2089 - P/EX POSSIBLE

HAINES 400 - £249,950



2011 - Twin Yanmar 260HP Diesel Engines, 2 spacious cabins both incorporating island double berths and ensuite and an additional double berth in the saloon. 2 x holding tanks, Walnut interior, Bow and sternthruster with remote, Garmin 4010 GPS, Inverter, Webasto warm air heating system, Battery charger, Electric anchor winch, Immersion heater. This lightly used boat has never been slept on. NYA STOCK - Fully prepared by our Service

CONTACT NYA BRUNDALL - NYB2108 - P/EX POSSIBLE

SEALINE F37 - £132,950



2004, Twin Volvo KAMD300 Volvo 285HP diesel engines. 6 berths with 1 toilet and 1 shower, bow thruster, radar/plotter, Battery charger, VHF, holding tank, heating & screen de-misters, blue prima upholstery, teak cockpit and bathing platform. Lightly used and carefully maintained. Full compound, polish and antifoul October 2015.

LYING NYA BRUNDALL - NYB1414 P/EX POSSIBLE

SEALINE S34 - £79,950



1999 - Twin Volvo AD41P 200hp Diesel Engines. 6 berths and toilet compartment with sea toilet and shower. Bow thruster, Battery Charger, Calorifier and immersion heater. New interior and cockpit upholstery 2015. BSSC until 2018. NYA STOCK - Fully prepared by our Service Centre.

LYING NYA BRUNDALL - NYB1919 - P/EX POSSIBLE

COLVIC SUNCRUISER 35 FLYBRIDGE - £49,950



1993, 2 x Thornycroft 210Hp diesel engines, benefitting from regular oil and filter change, 6 berths with an island double in the fwd cabin, bow thruster, hot air heating system, stainless steel davits, shore power, battery charger, folding radar arch, synthetic teak cockpit, new boat safety expires 2019, antifouled and anodes changed 2015. In tidy order throughout. Great accommodation space for the whole family!

CONTACT NYA BRUNDALL - NYB1314 - P/EX POSSIBLE

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Jeanneau Merry Fisher 8- 2011 200hp Diesel- £49,950



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Beneteau Antares 6 - 2009 Yanmar 110hp - £26,995



President 47 - 1990 - Twin Cats -Recent refit - £158,950



Beneteau Swift Trawler 44, 2011 - 2 x Volvo 300hp - £265,000

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Dinette layout					
38' Aft Cockpit	1041	2013	£350,000.00	Ex V.A.T	Guernsey
38' Aft Cockpit	AS38	1985	£77,000.00	V.A.T paid	Jersey
38' Aft Cockpit	981	2002	£130,000.00	V.A.T paid	Hullbridge
Explorer 74' New listing.	980	2002	€980,000.00	V.A.T paid	Mediterranean
Stabilizers fitted Ready to go boating					
Aquastar 60'	HRC 60	2005	£495,000.00	V.A.T paid	Portsmouth
Twin Waterjets					
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Aquastar 45' Aft Cabin	973	2001	£230,000.00	V.A.T	Plymouth
Dinette layout			SOLD	cleared	
Aquastar 45' Aft Cabin	929	1998	£195.000.00	V.A.T paid	Hamble
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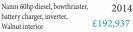


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HUMBER 38, 1988, twin Ford Sabre 275hp Diesel enges, 6 berths in 3 cabins fly bridge cruiser. Includes: Radar, Plotter, Auto pilot, Speed log, Depth sounder, VHF, 240 shore support, portable 3fVa generator, Island bed, separate shower room and BSS till 2018.



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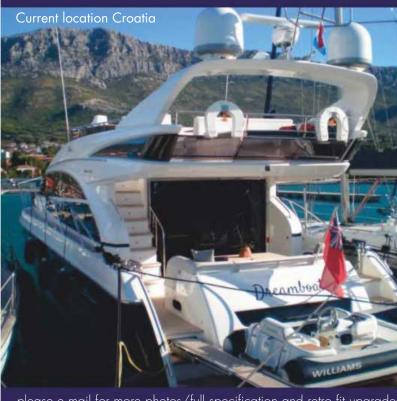
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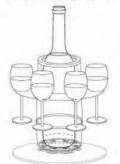
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I'LL NEVER FORGET THE DAY...

I went to buy a lock and came back with a V58

IAN PINDER: A quick stop off to buy a simple boat part turned into a rather large credit card purchase for an as-yet unseen brand new boat

arole and I have been Princess owners for many years, enjoying our boats in their home marina of Chichester, despite living in North Yorkshire. We generally cruise in the Solent but also to the Channel Islands and Brittany.

Our V53 is now eight years old and we were considering a change but were undecided as to what we wanted to replace her with. This had been our first sportsboat after years of flybridge boats and we've definitely become accustomed to the comfort of having a big boat. The fact we can get out on the water and not get wet is a real bonus!

We'd been looking at options but couldn't decide on the next boat. I was in the process of selling the medical IT company that I'd founded and when it actually sold, while we were boating in Brittany, we decided that was the time to get serious.

During our trip, the spring in the forward toilet door lock had failed and left us with a droopy handle and a door that wouldn't shut. On the way back home from holiday we had to drive past the Princess office at Swanwick and decided to call in and grab a replacement lock. This was swiftly arranged and left us with a spare few minutes to look at boats.

Before we had gone on holiday, there had been a V57 on display in Swanwick so we were keen for a tour. To our great disappointment we were told it had just been sold and that the model was being discontinued. Our faces dropped.

Just then Princess's sales director Roger Lipman appeared. He brought with him the news that a new V58 was soon to be built in an open style and, later, as a deck saloon version. He showed us drawings, an accommodation plan and the specification. We were immediately smitten with the superb looks and ordered one there and then – without even having seen one!

Never before have we bought a boat on such a



Usually we spend months poring over brochures, looking at countless boats and insisting on several sea trials

whim. Usually it's weeks and months spent poring over brochures and specifications, looking at countless boats and insisting on several sea trials. But this time it was the day we walked in expecting to spend a few quid on a doorknob, and walked out the proud new owners of a 58ft boat. We still didn't know which of the versions we would prefer, so instead simply wrote 'version to be confirmed' on the order.

Roger told us that the first boat would be built as an Open model and displayed at the Southampton Boat Show. The show couldn't come soon enough! Finally we clapped eyes on our new baby and spent the next two days eyeing her up at the show and confirming the specification.

I'd forgotten how much needed to be done to

specify a new boat! My areas are engines and the technical stuff, which is relatively easy, but Carole had a much harder time choosing wood, furnishings and finishes. We eventually decided on the Deck Saloon version, which is quite similar to our first boat, a Princess 30DS. All we have to do now is be patient and wait for the new boat to be delivered in June 2016.

But please do bear this cautionary tale in mind next time you go to buy a replacement door lock, you just might come out with a brand new Princess V58! Looking back on it, we should have asked Princess to throw in the door lock for free...

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